

DOCUMENTATION OF
PUBLIC MEETING

LAKE PONTCHARTRAIN, LOUISIANA
AND VICINITY HURRICANE PROTECTION PROJECT

MEETING HELD

ON

APRIL 12, 1984

IN

NEW ORLEANS, LOUISIANA

AT THE

JOHN F. KENNEDY HIGH SCHOOL AUDITORIUM

TABLE OF CONTENTS

- I NOTICE OF PUBLIC MEETING
- II MAILING LIST
- III AGENDA FOR PUBLIC MEETING
- IV RECORD OF PUBLIC MEETING
 - A. INTRODUCTION
 - B. LIST OF ATTENDEES
 - C. LIST OF SPEAKERS
 - D. TRANSCRIPT
- V WRITTEN STATEMENTS (EXHIBITS)
- VI SCENARIO PREPARED FOR PUBLIC MEETING

I. NOTICE OF PUBLIC MEETING



US Army Corps
of Engineers
New Orleans District

Announcement of Public Meeting

March 9, 1984

What for...

To discuss the Tentatively Selected Plan for the
Lake Pontchartrain, Louisiana, and Vicinity
Hurricane Protection project.

When and Where...

Thursday, April 12, 1984 7p.m.

John F. Kennedy High School
Wisner Boulevard
New Orleans, Louisiana

Who...

All interested individuals, groups, and agencies are
invited to attend or to be represented at
this meeting.



DEPARTMENT OF THE ARMY
NEW ORLEANS DISTRICT, CORPS OF ENGINEERS
P.O. BOX 60267
NEW ORLEANS, LOUISIANA 70160

REPLY TO
ATTENTION OF:

Planning Division
Plan Formulation Branch

March 9, 1984

ANNOUNCEMENT OF PUBLIC MEETING
TO DISCUSS
THE TENTATIVELY SELECTED PLAN
FOR HURRICANE PROTECTION TO
THE NEW ORLEANS METROPOLITAN AREA

To Everyone Interested in the Lake Pontchartrain and Vicinity Area:

You are invited to attend a public meeting to discuss the tentatively selected plan for the Lake Pontchartrain, Louisiana, and Vicinity Hurricane Protection Project. The purpose of the plan is to provide hurricane protection to the Metropolitan New Orleans area including St. Charles, Jefferson, Orleans, and St. Bernard parishes. We urge you to attend the meeting to comment on the plan, make suggestions, and state your views. Information about the tentatively selected plan and the reevaluation study is included with this announcement. The draft report and draft supplement to the environmental impact statement are available at parish and university libraries throughout the study area.

The tentatively selected plan was previously presented to the public at a meeting on November 21, 1981 at the John F. Kennedy High School in New Orleans. At that time, the plan did not include any protection for St. Charles Parish. An economically feasible plan of protection for St. Charles has been developed and incorporated into the plan. This meeting is being held to apprise the public of the changes in the plan.

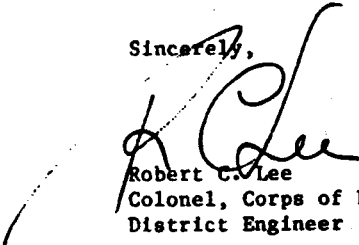
Any questions or concerns regarding the disposal of dredged material may also be addressed at this time. A separate notice has been sent to persons known to be interested in dredged material disposal.

After we have had an opportunity to consider the information we receive at the public meeting, we will prepare our final report and EIS and submit them to the Division Engineer of the Lower Mississippi Valley Division in Vicksburg, Mississippi. The report will then be processed through Corps channels to the Office of the Chief of Engineers for action.

At the public meeting, I ask that presentations be limited to no more than five minutes in order to give everyone a chance to speak. You may also submit a written statement at this meeting or mail a statement to me at the address above before the meeting or by May 12, 1984. We will give both oral and written statements equal consideration in making a final decision. After May 12, 1984, the record of the meeting will be closed.

We have scheduled the meeting at a place and time we hope will make it convenient for you to participate. I urge you to attend and give us your ideas and suggestions.

Sincerely,



Robert C. Lee
Colonel, Corps of Engineers
District Engineer

TENTATIVELY SELECTED PLAN

LAKE PONTCHARTRAIN, LOUISIANA, AND VICINITY HURRICANE PROTECTION PROJECT

BACKGROUND INFORMATION

The Authorized Plan

In 1965 Congress authorized the U. S. Army Corps of Engineers to begin construction of a plan of improvements designed to provide hurricane protection to the area surrounding Lake Pontchartrain. Construction has been underway since 1966. In addition to levees and floodwalls, the plan included three barrier structures. The structures were to be located at The Rigolets, Chef Menteur Pass, and the Inner Harbor Navigation Canal. The Barrier Plan is shown on Figure 1.

A hurricane approaching from the south drives water into Lake Pontchartrain causing the lake level to rise. As the storm passes, the lake tilts to the south resulting in increased flood stages along the south shore. The barrier structures would be closed as the hurricane approached preventing the filling process. This would result in a reduction of peak stages in the lake by about 3 feet; levee heights along the south shore could be reduced thus reducing the construction cost of the levees.

Litigation

In response to the National Environmental Policy Act, the New Orleans District filed an Environmental Impact Statement (EIS) in 1975 with the Council on Environmental Quality. Local environmental interests challenged the adequacy of the EIS in court. In 1977 the Federal District Court found that the EIS was inadequate in its treatment of the impacts of the barrier structures at The Rigolets and Chef Menteur Pass. Although the Corps was originally enjoined from any further construction on the project, the injunction was modified to include only the two barrier structures. Construction on the remainder of the project was allowed to continue. The Corps was directed to prepare a legally adequate EIS addressing the barrier structures and to further investigate alternative plans of protection.

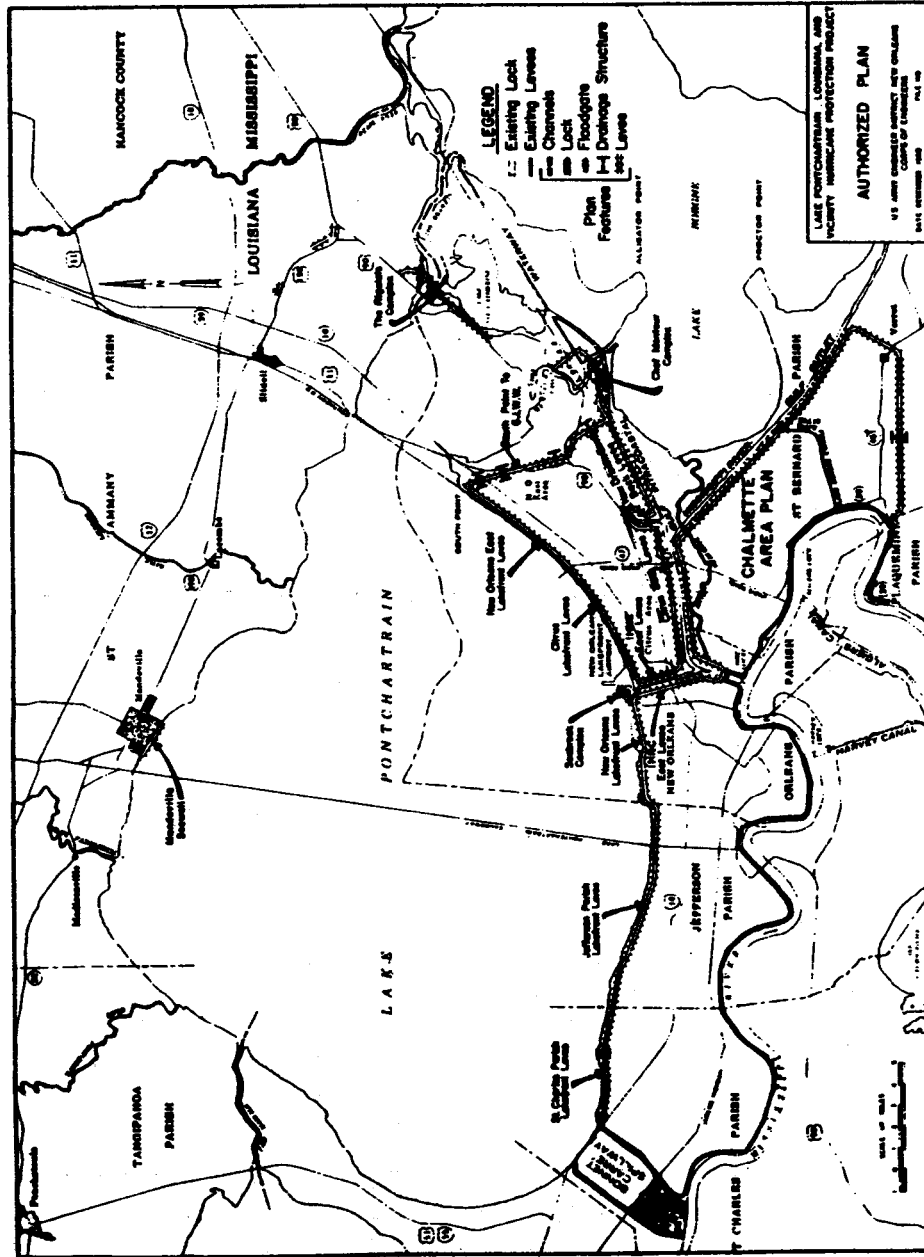


FIGURE 1

ALTERNATIVE PLANS STUDY

The Draft Reevaluation Report and the Draft Supplement to the Environmental Impact Statement are the result of the court-ordered alternative plans study. Study findings indicated that the only alternative to a barrier plan was a high level plan. The High Level Plan would provide for building the levees fronting on Lake Pontchartrain high enough to contain the lake without the use of barrier structures. The two plans were compared to determine which plan was superior in terms of economic feasibility, social impacts, and environmental impacts.

Alignments

Part of our reevaluation study included investigating the possibility of changing the levee alignments for the Barrier and the High Level plans from the authorized alignment. Changing the alignments may result in reductions in cost and environmental impacts. There are only two areas where it is possible to vary alignments--St. Charles Parish and New Orleans East.

Three levee alignments were analyzed for St. Charles Parish. The locations of these alignments are shown on Figure 2. The authorized lakefront alignment would be the most expensive to construct and would enclose the most wetland area. It would also impact Bayou LaBranche and Bayou Trepagnier, which have been designated as Natural and Scenic Streams by the State of Louisiana.

The north of Airline Highway alignment is the least expensive alternative, costing only one-fifth as much as the lakefront alignment. This alignment would leave 26,000 acres of wetlands, which would have been enclosed by the lakefront levee, open to natural tidal interchange. About 3,000 acres of wetlands south of Airline Highway would be enclosed, however. These wetlands are not subject to normal tidal exchange except through culverts under Airline Highway. Drainage structures would be provided in the hurricane protection levee to maintain the existing drainage patterns.

The south of Airline Highway alignment is 2.5 miles longer than the north alignment and approximately 20 to 25 percent more costly. Although this alternative excludes the wetland area, the environmental impacts are essentially the same as those of the

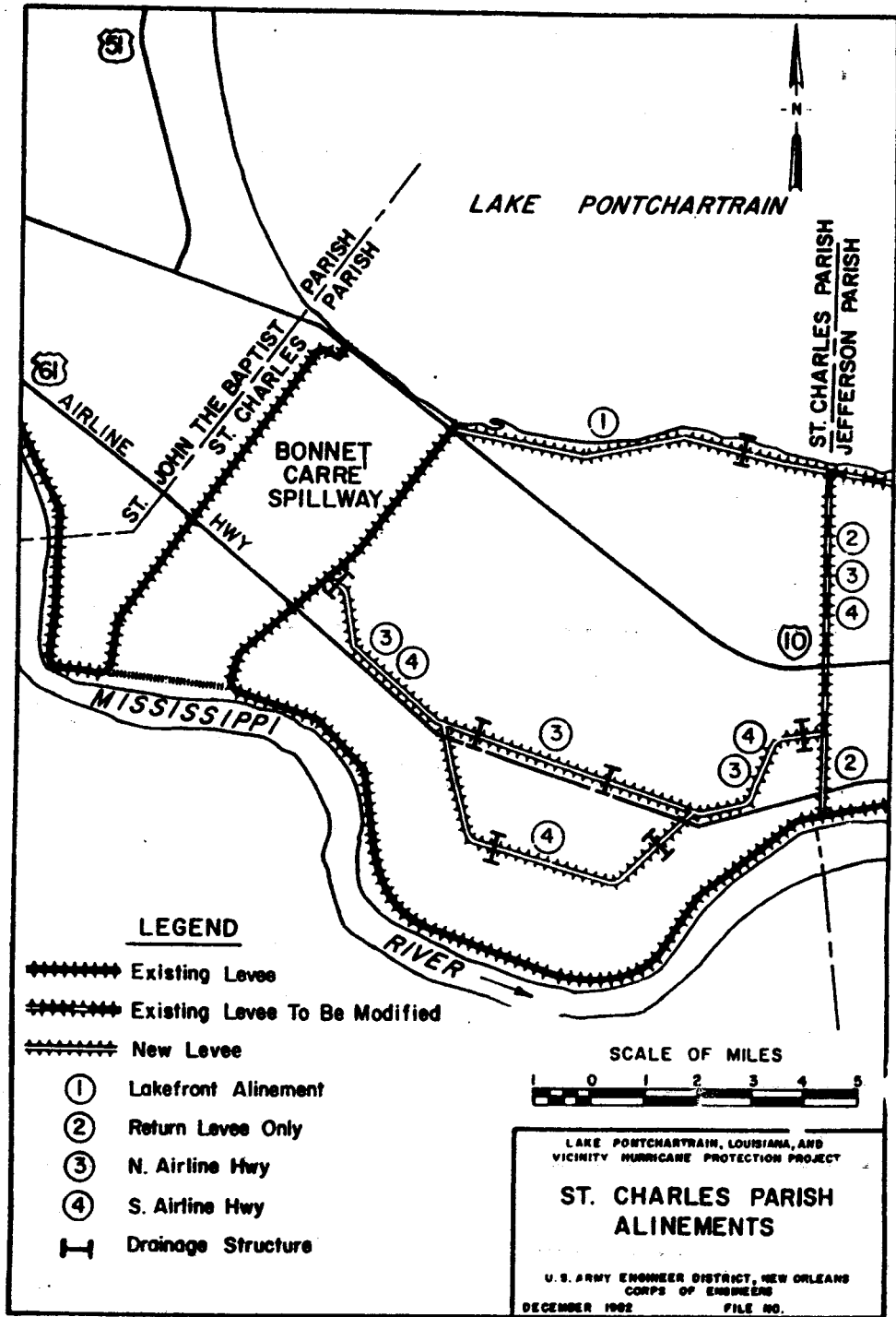


FIGURE 2

north alignment, which maintains the area's hydrology. The north of Airline Highway alignment was selected as the best alternative for both the Barrier and the High Level Plans.

Two alternatives were considered in New Orleans East--the authorized alignment and the Maxent Canal alignment shown on Figure 3. Using the authorized alignment would require upgrading an existing levee. Drainage structures will maintain the existing hydrology of the 13,000 acres of wetlands inside the levee. The Maxent Canal alignment would leave those wetlands outside the levee system. Although this alignment is shorter than the authorized alignment, it would be more expensive because it would require construction of a new levee rather than upgrading an existing levee. Because the two plans have similar construction-related environmental impacts and the authorized alignment would maintain existing drainage patterns, the authorized alignment was selected as the most economical alignment for both the Barrier and High Level Plans.

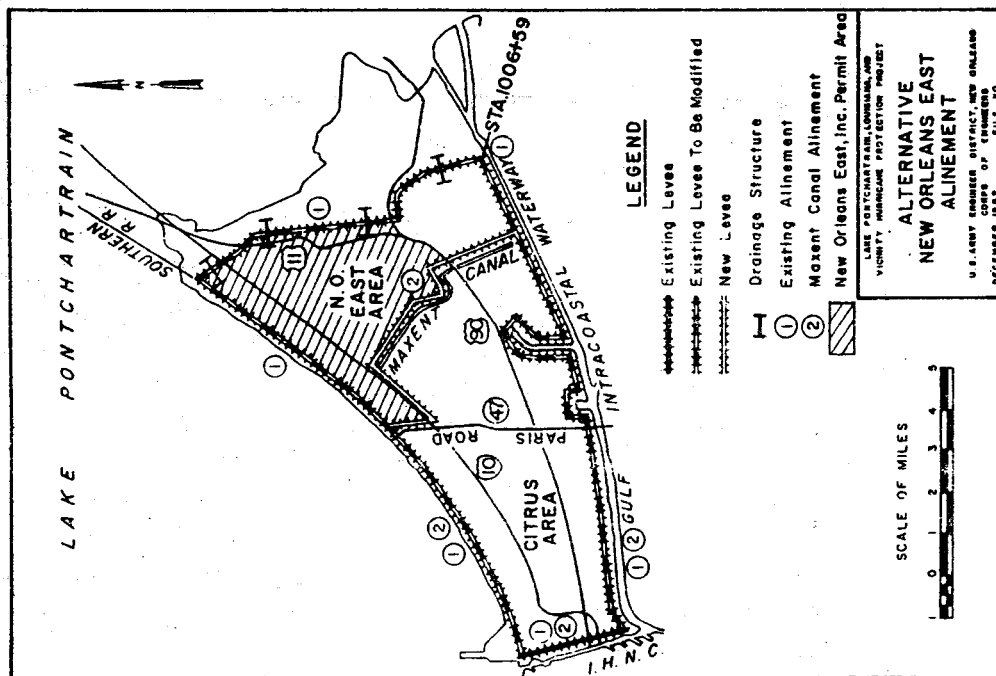


FIGURE 3

Plan Comparison

After determining the best alignments and the best method of construction, the Barrier and High Level Plans were then compared in three categories--economics, social impacts, and environmental impacts. The High Level Plan was determined to be superior to the Barrier Plan in all categories. The cost of the High Level Plan is approximately \$125 million less than that of the Barrier Plan. The long term environmental and social impacts of the High Level Plan would be less severe than the impacts of the Barrier Plan. Therefore, we plan to recommend the authorized Barrier plan of protection be revised to the High Level plan.

THE HIGH LEVEL PLAN

Features of the High Level Plan

The High Level Plan would provide for improving the existing hurricane protection levee systems in Orleans Parish and the east bank of Jefferson Parish, improving existing levees and constructing new ones in St. Bernard Parish, repairing and rehabilitating the Mandeville Seawall in St. Tammany Parish, building a new hurricane protection levee north of Airline Highway in St. Charles Parish, and raising and strengthening the existing levee along the Jefferson-St. Charles Parish boundary. The levee alignments would be generally as shown in Figure 4. The area enclosed by the levee system would be provided protection against tidal surge flooding from the Standard Project Hurricane (SPH). The SPH is defined as the most severe hurricane which can be reasonably expected to occur in the area.

Environmental and Social Impacts of the Plan

The High Level Plan will have short term adverse social impacts. During construction on the Jefferson and Orleans parishes lakefronts, there will be a temporary disruption of recreation activities and aesthetic values. There will not be any permanent adverse social impacts. Short term environmental impacts will occur primarily in Jefferson Parish. There will be an increase in turbidity levels in the lake along the Jefferson Parish lakefront during levee construction.

Direct loss of an estimated 54 acres of brackish-saline marsh, 411 acres of lake bottoms, 88 acres of scrub-shrub, and 105 acres of cypress-tupelo forest would occur as a result of levee

construction. An additional 573 acres of lake bottoms offshore of Jefferson Parish would be used for borrow material and deepened approximately 60 feet. Physical and chemical stratification of the water in these deep holes would probably occur. These areas may become unfavorable to aquatic life.

Mitigation Plan

Plans are currently being developed to mitigate for construction-related environmental impacts for project features already completed under the Barrier Plan and for the proposed completion under the High Level Plan. Mitigation plans are being coordinated with the U. S. Fish and Wildlife Service and local agencies. The basic concepts presently being evaluated include marsh management and marsh restoration.

Mitigation by avoidance was incorporated into the design of the High Level Plan. Selection of the High Level Plan will eliminate the environmental damage associated with construction of the barriers in the tidal passes. Abandonment of the lakefront alignment in St. Charles Parish in favor of the north of Airline Highway alignment excludes 26,000 acres of marsh.

One mitigation feature has been constructed and is in operation. A borrow pit used in the construction of hurricane protection levees in St. Bernard Parish was modified for use as a freshwater impoundment. The freshwater will be released according to a management scenario beneficial to fish and wildlife productivity in the adjoining marshes.

Marsh restoration work has been completed at the Chef Menteur barrier structure site. Construction of the bypass channel had begun prior to the court order. Diked areas were opened and closures were built in floatation channels and borrow pits to restore natural drainage and tidal flow. The amount of environmental damage at this site requiring mitigation is being reevaluated in light of this restoration work.

The mitigation process will be closely coordinated with state, Federal, and local agencies as well as interested citizens groups. A scoping meeting will be held in June 1984. Public review of the draft mitigation report and environmental impact statement, including a public meeting, is scheduled for summer 1985. The mitigation plan could be completed by spring 1986.

Cost of the Plan

A great deal of construction work on this project has been accomplished since work began in 1966. A total of \$181 million has been expended through September 1983. We estimated only the cost to complete the project under the High Level Plan.

- o Cost to complete \$684,000,000
- o Annual cost \$ 24,800,000
(Includes interest, amortization over 100 years,
operation and maintenance and replacement costs.)
- o Average annual benefits \$104,000,000
- o Benefit-cost ratio 4.2 to 1

Implementing the High Level Plan

Authorization for this project requires non-Federal interests to provide 30 percent of the first cost. The non-Federal share consists of lands, easements, and rights-of-way and a cash contribution. Mitigation costs will be shared on the same basis as project costs. Assurances for the Barrier plan were obtained from a number of local sponsors including the State of Louisiana, Orleans Levee District, Lake Borgne Basin Levee District, Pontchartrain Levee District, St. Bernard Parish Police Jury, and the St. Tammany Parish Police Jury. Where necessary, amended assurances for the High Level Plan will be requested from these sponsors and also from the Jefferson Levee District.

Changing to the High Level Plan results in an overall decrease in the local sponsors' financial requirements except for the agency responsible for Jefferson Parish, where the cost will increase.

NOTES

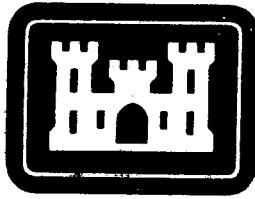
[Faint, illegible text covering the majority of the page, likely bleed-through from the reverse side.]

[Faint, illegible text at the bottom of the page, likely bleed-through from the reverse side.]

NOTES

•
•
•
•

•
•
•
•



**US Army Corps
of Engineers**
New Orleans District

DEPARTMENT OF THE ARMY
U.S. ARMY ENGINEER DISTRICT, NEW ORLEANS
CORPS OF ENGINEERS
P.O. BOX 60267
NEW ORLEANS, LOUISIANA 70160

OFFICIAL BUSINESS
PENALTY FOR PRIVATE USE, \$300

In reply refer to: LMNPD-F

II. MAILING LIST

DEPARTMENT OF THE ARMY
NEW ORLEANS DISTRICT, CORPS OF ENGINEERS
P. O. BOX 60267
NEW ORLEANS, LOUISIANA 70160

MAILING LIST
FOR
LAKE PONTCHARTRAIN, LOUISIANA, AND VICINITY
HURRICANE PROTECTION PROJECT

CONGRESSIONAL
THE CONGRESS

Chairman
Com. on Environment and Public Works
United States Senate
Washington, D. C. 20510

Chairman
Com. on Public Works and Trans.
House of Representatives
Washington, D. C. 20515

U. S. SENATE
LOUISIANA

Honorable Russell B. Long
United States Senate #1
Washington, D. C. 20510

Honorable Russell B. Long
United States Senator #1
Suite 220 New Post Office Building
750 Florida Blvd.
Baton Rouge, Louisiana 70821

Honorable J. Bennett Johnston
United States Senate #1
Washington, D. C. 20510

Mr. Morgan Walker
3640 Government Street #1
Alexandria, Louisiana 71301

Honorable J. Bennett Johnston
7A12 New Federal Building #1
500 Fannin Street
Shreveport, Louisiana 71101

U. S. HOUSE OF REPRESENTATIVES
LOUISIANA

Honorable John B. Breaux
House Office Building #1
Washington, D. C. 20515

Honorable John B. Breaux
Representative in Congress #1
301 Federal Building
Lafayette, Louisiana 70501

Honorable Gillis W. Long
House Office Building #1
Washington, D. C. 20515

Honorable Gillis W. Long
Representative in Congress #1
P. O. Box 410, Federal Building
515 Murray Street
Alexandria, Louisiana 71301

Indicates number of lists furnished with notice.
* Indicates number of notices furnished.

Honorable Lindy "Mrs. Hale" Boggs 1507 Longworth House Off. Bldg. #1 Washington, D. C. 20515	Honorable Lindy "Mrs. Hale" Boggs Representative in Congress #1 Suite 1012 Hale Boggs Building 500 Camp Street New Orleans, Louisiana 70130
Honorable Henson Moore U. S. House of Representatives #1 427 Cannon House Office Building Washington, D. C. 20515	Honorable Henson Moore Representative in Congress #1 Suite 236 Federal Building 750 Florida Blvd. Baton Rouge, Louisiana 70821
Honorable Jerry Huckaby House Office Building #1 Washington, D. C. 20515	Honorable Jerry Huckaby Representative in Congress #1 1200 N. Eighteenth Street Monroe, Louisiana 71201
Honorable Robert L. Livingston 1036 Longworth House Ofc. Bldg. #1 Washington, D. C. 20515	Honorable Robert L. Livingston Representative in Congress #1 642 F. Edward Hebert Building 610 South Street New Orleans, Louisiana 70130
Honorable W. J. Tauzin House Office Building #1 Washington, D. C. 20515	Honorable W. J. Tauzin P. O. Box 780 #1 Thibodaux, Louisiana 70301
Honorable Charles Roemer House Office Building #1 Washington, D. C. 20515	Honorable Charles Roemer Representative in Congress #1 228 Spring Street, Suite 100 Shreveport, Louisiana 71101

FEDERAL AGENCIES
OFFICE OF MANAGEMENT AND BUDGET

Office of Management and Budget
Natural Resources Division
New Executive Office Building, Room 8026
Washington, D. C. 20503

DEPARTMENT OF THE ARMY

Chief of Engineers Department of the Army #2 Washington, D. C. 20314 *5	Board of Eng. for Rivers and Harbors Kingman Building #3 Fort Belvoir, Virginia 22060 *5
Division Engineer US Army Engineer Division #3 Lower Mississippi Valley *5 P.O. Box 80 Vicksburg, MS 39180	US Army Coastal Engineering Research Center Waterways Experiment Station P.O. Box 631 Vicksburg, MS 39180

DEPARTMENT OF AGRICULTURE

Chief Soil Conservation Service Washington, D. C. 20250	*7	State Conservationist Soil Conservation Service, USDA P. O. Box 1630 3737 Government Street Alexandria, Louisiana 71301	#1 *5
Director Regional Tech Service Center Soil Conservation Service USDA P. O. Box 6567 Fort Worth, Texas 76115	*2	Regional Forester, Southern Region National Forest System Forest Service 1720 Peachtree Street, N. W., Suite 800 Atlanta, Georgia 30309	*3
Area Director, Southeastern Area State and Private Forestry, USDA, Forest Service 1720 Peachtree Street, N. W. Atlanta, Georgia 30309	*3		

DEPARTMENT OF COMMERCE

Water Resources Coordinator Office of the Secretary/ORSPC Room 5898C Department of Commerce Washington, D. C. 20230	*2	Regional Economic Analysis Division Bureau of Economic Analysis U. S. Department of Commerce Washington, D. C. 20230	
Assistant Secretary for Economic Development U. S. Department of Commerce Washington, D. C. 20230		Director, Economic Development Adm. U. S. Department of Commerce Regional Office 221 West Sixth Street Austin, Texas 78701	
Director of Port and Intermodal Dev. Maritime Administration - M970 Department of Commerce Washington, D. C. 20230		Director, Central Region, Maritime Admin. International Trade Mart Building No. 2 Canal Street New Orleans, Louisiana 70152	
Director, Office of Habitat Protection National Marine Fisheries Service National Oceanic and Atmospheric Administration Washington, D. C. 20235		Regional Director, SE Region National Marine Fisheries Service NOAA, U. S. Department of Commerce Duval Building, 9450 Gandy Blvd. St. Petersburg, Florida 33702	
Chief, Environ. Assessment Division National Marine Fisheries Service Duval Building, 9450 Gandy Blvd. St. Petersburg, Florida 33702		Director, National Ocean Survey National Oceanic and Atmospheric Admin. U. S. Department of Commerce Rockville, Maryland 20852	
Associate Director, Hydrology National Weather Service Office of Hydrology (W2) National Oceanic and Atmospheric Admin. Silver Spring, Maryland 20910		Regional Hydrologist, Southern Region NOAA National Weather Service Federal Agencies Building 819 Taylor Street, Room 10309 Fort Worth, Texas 76102	

Interagency Coordinator
Office of Coastal Zone Management
Department of Commerce, NOAA *2
3300 Whitehaven Street, N. W.
Page Bldg. #2, Room 327
Washington, D. C. 20235

Special Asst. to the Secretary for
Regional Economic Coordinator
Department of Commerce
Washington, D. C. 20230

Federal Co-Chairman
Ozarks Regional Commission
Department of Commerce Building
14 St. Between E and Constitution Ave., N. W.
Room 2099B
Washington, D. C. 20230

Mr. Joel Eiseman
Office of Environmental Analysis
Federal Maritime Commission
1100 L Street N. W., Room 9102
Washington, D. C. 20573

DEPARTMENT OF HEALTH AND HUMAN SERVICES

The Surgeon General
USPHS/DHHS
330 Independence Ave., S. W.
Washington, D. C. 20201

Regional Shellfish Consultant
Food and Drug Administration USPHS/DHHS
3032 Bryan Street
Dallas, Texas 75204

Office of the Chief Engineer
PHS, DHHS
Room 18-42, Parklawn Building
5600 Fishers Lane
Rockville, Maryland 20852

Assistant Surgeon General
Chief, Sanitary Engineer Office
USPHS/DHHS
Washington, D. C. 20013

Water Resources Activity
Vector Biology Control Division
Bureau of Tropical Disease
Center for Disease Control
Atlanta, Georgia 30333

Regional Director, Region VI
USPHS/DHHS
1200 Main Tower Building
Dallas, Texas 75202

*4

DEPARTMENT OF HOUSING AND URBAN DEVELOPMENT

Assistant Secretary for Community
Planning and Development *2
U. S. Dept. of HUD
451 7th Street, S. W.
Washington, D. C. 20410

Regional Administrator, Region VI
U. S. Dept. of HUD
221 West Lancaster Avenue
P. O. Box 2905
Fort Worth, Texas 76113

Director, DHUD Area Office
Plaza Tower
1001 Howard Avenue
New Orleans, Louisiana 70113

DEPARTMENT OF THE INTERIOR

The Secretary of the Interior
Department of the Interior *2
Washington, D. C. 20240

Special Assistant to Secretary of Interior
Richard B. Russell Federal Building
75 Spring Street, S. W., Suite 1412
Atlanta, Georgia 30303

Director
Office of Environmental Project Review
Room 4241
Department of the Interior
Washington, D. C. 20240

Minerals Management Service
Outer Continental Shelf Office
3301 N. Causeway Blvd.
Metairie, Louisiana 70002

Chief
Intermountain Fld Operation Center
Bureau of Mines
U. S. Department of the Interior *2
Denver Federal Center Building 20
Denver, Colorado 80225

Field Supervisor
U. S. Fish and Wildlife Service
National Space Technology Laboratory
Bay St. Louis, Mississippi 39520

Director, Region 4
U. S. Fish and Wildlife Service
U. S. Department of the Interior *3
75 Spring Street, S. W.
Atlanta, Georgia 30303

Field Supervisor
U. S. Fish and Wildlife Service
P. O. Box 4305
Lafayette, Louisiana 70502

National Coastal Ecosystems Team
U. S. Fish and Wildlife Service
NASA - Slidell Computer Complex
1010 Gause Blvd.
Slidell, Louisiana 70458

Chief Hydrologist
Geological Survey National Center
12201 Sunrise Valley Drive
U. S. Department of the Interior
Reston, Virginia 22092

Regional Hydrologist, Geological
Survey, U. S. Dept. of the Interior
Denver Federal Center, Building 25
Mail Stop 406, Box 25046
Lakewood, Colorado 80225

District Chief, WRD
Geological Survey
U. S. Department of the Interior *2
P. O. Box 66492
Baton Rouge, Louisiana 70896

Southwest Region Office
National Park Service
P. O. Box 728
Santa Fe, New Mexico 87501

DEPARTMENT OF TRANSPORTATION

Commandant
U. S. Coast Guard Headquarters
2100 2nd Street, S. W.
Washington, D. C. 20593

DOT Coordinator for Water Resources
U. S. Department of Transportation *2
(G-WS/TP 11)
400 Seventh Street, S. W.
Washington, D. C. 20593

Commander
Eighth Coast Guard District
Hale Boggs Federal Building *2
New Orleans, Louisiana 70130

Administrator
Federal Highway Administration
U. S. Department of Transportation
400 Seventh Street, S. W. *2
Washington, D. C. 20590

Regional Federal Highway Administrator
Region 6
819 Taylor Street
Fort Worth, Texas 76102

Division Engineer
Federal Highway Administration
Federal Office Building, Room 239
750 Florida Blvd.
Baton Rouge, Louisiana 70801

Adminstrator
Federal Aviation Administration
U. S. Department of Transportation
800 Indpendence Ave., S. W.
Washington, D. C. 20590

Director Southwest Region
Federal Aviation Administration
P. O. Box 1689
Fort Worth, Texas 76101

Administrator
Federal Railroad Administration
400 Seventh Street, S. W.
Washington, D. C. 20590

Regional Director, Region 4
Federal Railroad Administration
Federal Office Building, Room 11A23
819 Taylor Street
Fort Worth, Texas 76102

ADVISORY COUNCIL ON HISTORIC PRESERVATION

Executive Secretary
Adv. Council on Historic Preservation
Suite 430, 1522 K Street, N. W.
Washington, D. C. 20005

Advisory Council on Hist. Pres.
Interior Building
Washington, D. C. 20240

COUNCIL ON ENVIRONMENTAL QUALITY

Chairman
Council on Environmental Quality
722 Jackson Place, N. W. *2
Washington, D. C. 20006

ENVIRONMENTAL PROTECTION AGENCY

Administrator
Environmental Protection Agency
Waterside Mall, *2
4th & M Streets, S. W.
Washington, D. C. 20460

Regional Administrator Region VI
Environmental Protection Agency *2
1201 Elm Street
First International Building
Dallas, Texas 75270

Office of Environmental Review (A-104)
Environmental Protection Agency
401 M Street, S. W.
Washington, D. C. 20460

Mr. Sheppard N. Moore
Chief, EIS Review Section
Environmental Protection Agency, Region IV
345 Courtland Street, N. E.
Atlanta, Georgia 30365

OTHER FEDERAL INTERESTS

Chairman
Arkansas-White-Red Basins *2
Interagency Committee
P. O. Box 2323
Little Rock, Arkansas 72203

Director, Federal Energy Administration
Environ. Impact Division, Office of Envir.
Programs, New Post Office Building
12th and Pennsylvania Ave., N. W.
Washington, D. C. 20461

U. S. POSTAL SERVICE LOUISIANA POSTMASTERS

Postmaster
Abita Springs, Louisiana 70420

Postmaster
Covington, Louisiana 70433

Postmaster
Madisonville, Louisiana 70447

Postmaster
Slidell, Louisiana. 70458

Postmaster
Gretna, Louisiana 70053

Postmaster
Kenner, Louisiana 70062

Postmaster
Westwego, Louisiana 70094

Postmaster
Marrero, Louisiana 70072

Postmaster
Belle Chasse, Louisiana 70037

Postmaster
Harvey, Louisiana 70058

Postmaster
Mandeville, Louisiana 70448

Postmaster
Chalmette, Louisiana 70043

Postmaster
Harahan, Louisiana 70123

Postmaster
New Orleans, Louisiana 70112

Postmaster
Violet, Louisiana 70092

Postmaster
Metairie, Louisiana 70004

Postmaster
Arabi, Louisiana 70032

LOUISIANA STATE OFFICIALS
EXECUTIVES

Honorable David C. Treen
Governor of Louisiana
State Capitol
P. O. Box 44004
Baton Rouge, Louisiana 70804

#1

Honorable Robert L. Freeman, Jr.
Lieut. Governor of Louisiana
State Capitol
P. O. Box 44243
Baton Rouge, Louisiana 70804

Honorable James H. Brown
Secretary of State
State of Louisiana
State Capitol
P. O. Box 44125
Baton Rouge, Louisiana 70804

Honorable Bob Odom
Commissioner of Agriculture
State of Louisiana
State Capitol
P. O. Box 44302
Baton Rouge, Louisiana 70804

Honorable William Guste, Jr.
Attorney General
State of Louisiana
State Capitol
P. O. Box 44005
Baton Rouge, Louisiana 70804

Registrar
State of Louisiana
Dept. of State
P. O. Box 44095
Baton Rouge, Louisiana 70804

The Joint Legislative Committee on
Environmental Quality
Louisiana Legislature
Capitol Building
Baton Rouge, Louisiana 70804

STATE SENATORS

Honorable Samuel B. Nunez, Jr.
2016 Packenham Drive
Chalmette, Louisiana 70043

Honorable Theodore M. Hickey
4756 Arts Street
New Orleans, Louisiana 70122

Honorable Michael H. O'Keefe
P. O. Box 19103
New Orleans, Louisiana 70119

Honorable Fritz Windhorst
P. O. Box 386
Gretna, Louisiana 70054

Honorable Jesse K. Hollis
3900 N. Causeway, Suite 750
Metairie, Louisiana 70002

Honorable B. B. Rayburn
P. O. Box 44294
Baton Rouge, Louisiana 70804

Honorable Ron R. Landry
1805 Acadia Drive
Laplace, Louisiana 70068

Honorable Nat G. Kiefer
25th Floor, 225 Baronne Street
New Orleans, Louisiana 70112

Honorable Henry E. Braden IV
612 Gravier
New Orleans, Louisiana 70130

Honorable Thomas A. Casey
Suite 201, 2621 Canal Street
New Orleans, Louisiana 70119

Honorable Elwyn J. Nicholson
7300 Westbank Expressway
Marrero, Louisiana 70072

Honorable Francis E. Lauricella
900 Commerce Road, East
Suite 100, Elmwood Park
Harahan, Louisiana 70123

Honorable W. E. Dykes
P. O. Box 126
Montpelier, Louisiana 70422

Honorable William J. Jefferson
1001 Howard Ave., Suite 3000
New Orleans, Louisiana 70139

STATE REPRESENTATIVES

Honorable Ralph R. Miller
P. O. Box 190
Norco, Louisiana 70079

Honorable Edward C. Scogin
2063 Second Street
Slidell, Louisiana 70458

Honorable Eddie A. Doucet
8917 Jefferson Hwy.
Jefferson, Louisiana 70123

Honorable Charles D. Lancaster Jr.
Suite 200, 2201 Veterans Blvd.
Metairie, Louisiana 70002

Honorable Quentin Dastugue
4241 Veterans Blvd.
Metairie, Louisiana 70002

Honorable R. H. Strain
Rt. 1, Box 7
Abita Springs, Louisiana 70420

Honorable Edward J. D'Gerolamo
916 Williams Blvd.
Kenner, Louisiana 70062

Honorable James J. Donelon
3636 N. Causeway Blvd.
Metairie, Louisiana 70002

Honorable Charles V. Cusimano, II
3636 N. Causeway Blvd., Suite 100
Metairie, Louisiana 70002

Honorable John A. Alario, Jr.
639 Fourth Street
Westwego, Louisiana 70094

Honorable J. Chris Ullo
4601 Westbank Expressway
Marrero, Louisiana 70072

Honorable Terry W. Gee
4650 Gen. DeGaulle, Suite 213
New Orleans, Louisiana 70114

Honorable E. Henry Heaton, Jr.
3323 S. Carrollton Ave.
New Orleans, Louisiana 70118

Honorable Mary L. Landrieu
4301 S. Prieur Street
New Orleans, Louisiana 70125

Honorable Avery C. Alexander
2803 Martin Luther King Jr. Blvd.
New Orleans, Louisiana 70113

Honorable Charles E. Bruneau, Jr.
5555 Canal Blvd.
Suite 4, Rear Plaza
New Orleans, Louisiana 70124

Honorable Louis Charbonnet, III
1615 St. Philip Street
New Orleans, Louisiana 70116

Honorable Ben Bagert, Jr.
815 Baronne Street
New Orleans, Louisiana 70113

Honorable Ron Faucheux
10948 S. Hardy Street
New Orleans, Louisiana 70127

Honorable Jon D. Johnson
2223 Gordon Street
New Orleans, Louisiana 70117

Honorable Manuel A. Fernandez
P. O. Box 197
Chalmette, Louisiana 70044

Honorable J. Kenneth Leithman
P. O. Box 333
Gretna, Louisiana 70053

Honorable Earl J. Schmitt
430 Opelousas Street
New Orleans, Louisiana 70114

Honorable John J. Hainkel, Jr.
6069 Magazine Street
New Orleans, Louisiana 70118

Honorable Diana E. Bajoie
P. O. Box 15168
New Orleans, Louisiana 70175

Honorable Lee Frazier
625 Jackson Ave.
New Orleans, Louisiana 70130

Honorable Leo A. Watermeier
318 S. White
New Orleans, Louisiana 70119

Honorable George C. Connor, Jr.
2647 Havana Street
New Orleans, Louisiana 70119

Honorable Garey J. Forster
4761 Music Street
New Orleans, Louisiana 70122

Honorable Johnny Jackson, Jr.
3772 Louisa
New Orleans, Louisiana 70126

Honorable Edward S. Bopp
6725 St. Claude Ave.
Arabi, Louisiana 70032

Honorable Frank J. Patti
109 Avenue G
Belle Chasse, Louisiana 70037

COASTAL COMMISSION

Mr. Douglas A. Allen
4909 Henican Place
Metairie, Louisiana 70003

Mr. Vernon Behrhorst
Administrator
Louisiana Coastal Commission
P. O. Box 40002
Lafayette, Louisiana 70504

Mr. Leland Bowman, Member
Louisiana Coastal Commission
311 Cary Ave.
Jennings, Louisiana 70546

Mr. J. Burton Angelle
400 Royal Street
New Orleans, Louisiana 70130

Mr. Charles E. Broussard, Member
Louisiana Coastal Commission
Flying J Ranch
Kaplan, Louisiana 70548

Mr. Clifton Aucoin
212 Parkview Drive
New Iberia, Louisiana 70560

Mr. Everett Berry
P. O. Box 253
Berwick, Louisiana 70342

Mayor C. R. Brownell
City Hall
Morgan City, Louisiana 70380

Mr. Vernon Langlinais
P. O. Box 280
New Iberia, Louisiana 70560

Mr. Robert Liles, Jr.
1240 Seville Drive
New Orleans, Louisiana 70122

Mr. William L. Manning
5500 Durham Drive
New Orleans, Louisiana 70114

Mrs. Bethlyn McCloskey
5113 Bissonet Drive
Metairie, Louisiana 70003

Mr. Ray Morvant
P. O. Box 331
Kaplan, Louisiana 70548

Mr. D. R. "Sonny" Moss
Delcambre, Louisiana 70528

Mr. Ernest R. Myers
Rt. 1, Box 179
Lake Arthur, Louisiana 70549

Mr. Chalin O. Perez
Braithwaite, Louisiana 70040

Mr. William Clifford Smith
405 Rightor Street
Houma, Louisiana 70360

Mr. Kenneth Watkins
501 Roussell Street
Houma, Louisiana 70360

LOUISIANA ADVISORY COMMISSION ON COASTAL AND MARINE RESOURCES

Mr. Marc J. Hershman,
Executive Director
La. Advisory Commission on
Coastal & Marine Resources
52-60 Law Center, L. S. U.
Baton Rouge, Louisiana 70803

Dr. Lyle S. St. Amant, Chairman
La. Advisory Commission on
Coastal & Marine Resources
La. Wildlife & Fisheries Comm
400 Royal Street
New Orleans, Louisiana 70130

Dr. Donald M. Bradburn
La. Advisory Commission on
Coastal & Marine Resources
465 Audubon Street
New Orleans, Louisiana 70118

Dr. Alva H. Harris
La. Advisory Commission on
Coastal & Marine Resources
Dept. of Biological Sciences
Nicholls State University
Thibodaux, Louisiana 70301

Mr. Charles Janvier
La. Advisory Commission on
Coastal & Marine Resources
Post Office Box 60626
New Orleans, Louisiana 70160

Mr. Oliver G. Salinovich
La. Advisory Commission on
Coastal & Marine Resources
Port Sulphur, Louisiana 70083

Dr. Jack R. Van Lopik
La. Advisory Commission on
Coastal & Marine Resources
Center for Wetland Resources, LSU
Baton Rouge, Louisiana 70803

Mr. McVey F. Ward
La. Advisory Commission on
Coastal & Marine Resources
1020 Whitney Building
New Orleans, Louisiana 70130

Mr. Davy P. Laborde, Sr.
La. Advisory Commission on
Coastal & Marine Resources
1300 Mason Smith Ave.
Metairie, Louisiana 70003

DEPARTMENT OF COMMERCE

Executive Director
State of Louisiana
Dept. of Commerce
P. O. Box 44185
Baton Rouge, Louisiana 70804

Director, New Orleans Area Office
State of Louisiana
Dept. of Commerce
343 International Trade Mart
New Orleans, Louisiana 70130

Executive Director
State Planning Office #2
P. O. Box 44426
Baton Rouge, Louisiana 70804

DEPARTMENT OF NATURAL RESOURCES

Commissioner
State of Louisiana
Office of Conservation
P. O. Box 44396
Baton Rouge, Louisiana 70804

Office of Mineral Resources
State of Louisiana
P. O. Box 44396
Baton Rouge, Louisiana 70804

District Manager
State of Louisiana
Office of Conservation
307 State Office Building
New Orleans, Louisiana 70112

Office of Conservation
P. O. Box 44396
Capitol Station
Baton Rouge, Louisiana 70804

Dr. C. G. Groat, Director
and State Geologist
La. Geological Survey
P. O. Box G, University Station
Baton Rouge, Louisiana 70893

Mr. Randy L. Ewing
Member La. Forestry Commission
P. O. Box 657
Jonesboro, Louisiana 71251

Mr. Bobby L. Green
Member La. Forestry Commission
Box 217
Marion, Louisiana 71260

Mr. H. Leon Walker, Jr.
Member La. Forestry Commission
Taylor, Louisiana 71080

Mr. Burton D. Weaver, Jr.
Member La. Forestry Commission
Flora, Louisiana 71428

Department of Natural Resources
Office of Environmental Affairs
Water Pollution Control Div
Box 44066, Capitol Station
Baton Rouge, Louisiana 70804

House Committee on Natural Res.
P. O. Box 44012, Capitol Station
Baton Rouge, Louisiana 70804

Administrator
Coastal Management Section
P. O. Box 44396, Capitol Station
Baton Rouge, Louisiana 70804

Louisiana Forestry Commission
P. O. Box 15239
Baton Rouge, Louisiana 70895

COUNCIL ON ENVIRONMENTAL QUALITY

Mr. William B. Deville, Exec. Director
Governor's Council on Environmental Quality
P. O. Box 44066, Capitol Station
Baton Rouge, Louisiana 70804

Assistant Director
Governor's Council on Environmental Quality
P. O. Box 44066, Capitol Station
Baton Rouge, Louisiana 70804

Director of Research
Governor's Council on Environmental Quality
P. O. Box 44066, Capitol Station
Baton Rouge, Louisiana 70804

ADVISORY BOARD TO GOVERNORS COUNCIL ON ENVIRONMENTAL QUALITY

Mr. George R. Bagley
Advisory Board to
Govs Council on Environ. Qual.
Rt. 1, Box 113
St. Joseph, Louisiana 71366

Mr. Shedly Brockhoeft
Advisory Board to
Govs Council on Environ. Qual.
228 Cherrywood Drive
Gretna, Louisiana 70053

Mr. Frank N. Bruscato
Advisory Board to
Govs Council on Environ. Qual.
2209 Fannie Street
Monroe, Louisiana 71201

Mr. T. S. Carter
Advisory Board to
Govs Council on Environ. Qual.
4601 Blanchard Road
Shreveport, Louisiana 71107

Mr. Ralph Fagan
Advisory Board to
Govs Council on Environ. Qual.
C/O Fagan Enterprises, Inc.
Cut Off, Louisiana 70354

Mr. Sam A. Hanna
Advisory Board to
Govs Council on Environ. Qual.
317 Woodland Ave.
Ferriday, Louisiana 71334

Mr. Fred Huenefeld, Jr.
Advisory Board to
Govs Council on Environ. Qual.
P. O. Box 4627
Monroe, Louisiana 71201

Mr. Floyd Johnson
Advisory Board to
Govs Council on Environ. Qual.
P. O. Box 5502
Alexandria, Louisiana 71301

Mr. A. J. Nugon
Advisory Board to
Govs Council on Environ. Qual.
Suite 900, Plaza
One Shell Square
New Orleans, Louisiana 70139

Mr. O. J. Shirley
Advisory Board to
Govs Council on Environ. Qual.
4717 Haring Court
Metairie, Louisiana 70002

Mr. James M. Singleton
Advisory Board to
Govs Council on Environ. Qual.
3816 General Taylor Street
New Orleans, Louisiana 70113

Mr. James Stelly,
Advisory Board to
Govs Council on Environ. Qual.
P. O. Box 46
Arnaudville, Louisiana 70512

Mr. Burnett J. Tappel, II
Advisory Board to
Govs Council on Environ. Qual.
5025 Randolph Street
Marrero, Louisiana 70072

Office of Environmental Affairs
P. O. Box Drawer FC
Baton Rouge, Louisiana 70803

LOUISIANA HEALTH AND SOCIAL AND REHABILITATION SERVICES ADMINISTRATION

Director
Bureau of Environmental Health,
Water and Air Quality
La. H&S&R Services Administration
P. O. Box 60630
New Orleans, Louisiana 70160

DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT
OFFICE OF HIGHWAYS

Director
State of Louisiana
Office of Highways
P. O. Box 44245
Baton Rouge, Louisiana 70804

Chief Engineer
State of Louisiana
Office of Highways
P. O. Box 44245
Baton Rouge, Louisiana 70804

Office of Intergovernmental Relations
Office of the Governor
P. O. Box 44455, State Capitol
Baton Rouge, Louisiana 70804

Natl. Ocean Survey C/O DOTD
La. State Hwy. Dept., Survey Div.
P. O. Box 44245, Capitol Station
Baton Rouge, Louisiana 70804

OFFICE OF PUBLIC WORKS

Mr. George A. Fisher
Secretary
Office of Public Works #1
P. O. Box 44155 *5
Baton Rouge, Louisiana 70804

Mr. I. F. "Jiff" Hingle, Jr.
Chairman
Office of Public Works #1
P. O. Box 44155 *15
Baton Rouge, Louisiana 70804

Mr. G. R. Dyson
La. Dept. of Trans. & Dev.
Office of Public Works
P. O. Box 44155, Capitol Station
Baton Rouge, Louisiana 70804

Chief Engineer
La. Dept. of Trans. & Dev.
Office of Public Works
P. O. Box 44155, Capitol Station
Baton Rouge, Louisiana 70804

Dist. Engr., Southeast District
Office of Public Works #1
7252 Lakeshore Drive *5
New Orleans, Louisiana 70124

INTERGOVERNMENTAL RELATIONS

Dept. of Urban & Community Affairs
P. O. Box 44455 *10
Baton Rouge, Louisiana 70804
Attn: Mr. George Gullett
Environmental Coordinator

Public Hearings and
Environmental Impact Engineer
Louisiana Department of Highways
P. O. Box 44245, Capitol Station
Baton Rouge, Louisiana 70804

Commissioner
Louisiana Department of Agriculture
P. O. Box 44302
Baton Rouge, Louisiana 70804

LEVEE BOARDS

President, Board of Commissioners
Lake Borgne Basin Levee District
P. O. Box 216
Violet, Louisiana 70092

President, Board of Commissioners
Orleans Levee District
Suite 202, Administrative Bldg.
New Orleans Lakefront Airport
New Orleans, Louisiana 70126

President, Board of Commissioners
Pontchartrain Levee District
P. O. Box 426
Lutcher, Louisiana 70071

President, Board of Commissioners
Grand Prairie Levee District
No. 7 Newcomb Blvd.
New Orleans, Louisiana 70118

President, Pontchartrain Levee Board
5333 River Road, Suite C
Harahan, Louisiana 70123

Executive Director
Association of Levee Boards of Louisiana
7150 Government Street
Baton Rouge, Louisiana 70806

LANDMARKS

11
Director,
Louisiana State Dept. of Art,
Historical and Cultural Preservation
Old State Capitol
Baton Rouge, Louisiana 70801

Assistant Director
Louisiana State Dept. of Art,
Historical and Cultural Preservation
H&CP Section
751 Chartres Street
New Orleans, Louisiana 70116

Mr. Robert B. DeBlieux
State Historic Preservation Officer
Dept. of Culture, Rec. & Tourism
P. O. Box 44247
Baton Rouge, Louisiana 70804

Mrs. Bert S. Turner
Louisiana State Dept. of Art,
Historical and Cultural Preservation
741 Delgado Avenue
Baton Rouge, Louisiana 70808

Mr. A. Otis Hebert
Louisiana State Dept. of Art,
Historical and Cultural Preservation
P. O. Box 44222, Capitol Station
Baton Rouge, Louisiana 70804

Mrs. Naomi D. Marshall
Louisiana State Dept. of Art,
Historical and Cultural Preservation
532 Chartres Street
New Orleans, Louisiana 70116

Mrs. Virginia M. Carmouche
Louisiana State Dept. of Art,
Historical and Cultural Preservation
416 Pioneer Bldg.
Lake Charles, Louisiana 70601

State Liaison Officer for La.
La. Historical Preservation
and Cultural Commission
Old State Capitol
Baton Rouge, Louisiana 70804

Mr. E. J. Fontinette
Louisiana State Dept. of Art,
Historical and Cultural Preservation
Southern University Library
Baton Rouge, Louisiana 70813

Mrs. Robert H. Bolton
Louisiana State Dept. of Art,
Historical and Cultural Preservation
3200 Parkway Drive
Alexandria, Louisiana 71301

Mrs. Shady Wall
Louisiana State Dept. of Art,
Historical and Cultural Preservation
1001 Trenton Street
West Monroe, Louisiana 71201

PARKS AND RECREATION COMMISSION

Director
State Parks & Recreation Commission
P. O. Drawer 1111
Baton Rouge, Louisiana 70821

Register
State Land Office
P. O. Box 44124, State Capitol
Baton Rouge, Louisiana 70804

LOUISIANA STATE PLANNING OFFICE

Executive Director
Louisiana State Planning Office
P. O. Box 44426
Baton Rouge, Louisiana 70804

Capitol Regional Planning
Commission
P. O. Box 3355
Baton Rouge, Louisiana 70821

Mr. Robert R. Cox, M.L.A.
Planning & Technical Assistant
Dept. of Urban and Community Affairs
P. O. Box 44455
Baton Rouge, Louisiana 70804

POLLUTION

Technical Secretary
State of Louisiana
Air Control Commission
State Office Bldg., 325 Loyola Ave.
New Orleans, Louisiana 70112

Executive Secretary
Stream Control Commission of Louisiana
P. O. Drawer FC
Baton Rouge, Louisiana 70803

Louisiana Air Control Commission
State Office Building
325 Loyola Avenue
New Orleans, Louisiana 70112

SOIL AND WATER CONSERVATION DISTRICTS

Chairman
Crescent Soil & Water Con. Dist.
7101 River Road
Westwego, Louisiana 70094

WATER RESOURCES STUDY COMMISSION

Secretary
State of Louisiana
Water Resources Study Commission
P. O. Box 44155
Baton Rouge, Louisiana 70804

DEPARTMENT OF WILDLIFE AND FISHERIES

Chairman
State of Louisiana
Department of Wildlife and Fisheries
400 Royal Street
New Orleans, Louisiana 70130

Director
State of Louisiana
Department of Wildlife and Fisheries
400 Royal Street
New Orleans, Louisiana 70130

Executive Director
La. Wildlife Federation
P. O. Box 16089
La. State University
Baton Rouge, Louisiana 70803

Mr. Ralph Latapie
Department of Wildlife and Fisheries
Marine Laboratory
P. O. Box 37
Grand Isle, Louisiana 70358

Chief of Oysters, Water Bottoms, and
Seafoods Division
La. Dept. of Wildlife and Fisheries
400 Royal Street
New Orleans, Louisiana 70130

Chief of Game Division
La. Dept. of Wildlife & Fisheries
P. O. Box 44095, Capitol Station
Baton Rouge, Louisiana 70804

Coordinator
Ecological Studies Section
La. Dept. of Wildlife & Fisheries
P. O. Box 14526
Baton Rouge, Louisiana 70898

Chief of Fish Division
La. Dept. of Wildlife & Fisheries
P. O. Box 44095, Capitol Station
Baton Rouge, Louisiana 70804

Louisiana Dept. of Wildlife & Fisheries
New Orleans District Office No. 8
400 Royal Street
New Orleans, Louisiana 70130

PARISH OFFICIALS

President
Jefferson Parish Council
Courthouse
Gretna, Louisiana 70053

President
St. Bernard Parish Police Jury
821 W. Judge Perez Drive
Chalmette, Louisiana 70043

President
St. James Parish Police Jury
Parish Courthouse
Convent, Louisiana 70723

President
Tangipahoa Parish Police Jury
P. O. Box 215
Amite, Louisiana 70422

President
Plaquemines Parish Comm. Council
Pointe a la Hache, Louisiana 70082

St. Charles Parish Council
P. O. Box 302
Hahnville, Louisiana 70057

President
St. Tammany Parish Police Jury
P. O. Box 628
Covington, Louisiana 70433

MUNICIPAL OFFICIALS

Mayor
City of Covington
Covington, Louisiana 70433

Mayor
Town of Mandeville
Mandeville, Louisiana 70448

Mayor
City of Slidell
Slidell, Louisiana 70458

Mayor
City of Gretna
Gretna, Louisiana 70053

Mayor
City of Kenner
Kenner, Louisiana 70062

Mayor
City of Westwego
Westwego, Louisiana 70094

Mayor
Town of Madisonville
Madisonville, Louisiana 70447

Mayor
Town of Pearl River
Pearl River, Louisiana 70452

Mayor
Village of Tangipahoa
Tangipahoa, Louisiana 70465

Mayor
City of Harahan
Harahan, Louisiana 70123

Mayor
City of New Orleans
New Orleans, Louisiana 70112

LOUISIANA STATE PLANNING DISTRICTS

Director, Regional Plng. Comm. for
Jefferson, Orleans, St. Bernard
and St. Tammany Parishes
333 St. Charles Ave. Suite 900
New Orleans, Louisiana 70130

Director
Jefferson Parish Plng. Dept.
3300 Metairie Road, Room 401
Metairie, Louisiana 70001

Director/Secretary
St. Bernard Parish Plng. Comm.
2nd Floor, Court House Annex
Chalmette, Louisiana 70043

Director
St. Tammany Parish Plng. Comm.
Room M3, Court House
Covington, Louisiana 70433

Director/Secretary
New Orleans City Plng. Comm.
Room 4W04, City Hall Civic Center
1300 Perdido Street
New Orleans, Louisiana 70113

Director
St. Charles Parish Plng and Zoning Comm.
Hahnville, Louisiana 70057

CHAMBER OF COMMERCE
CHAMBER OF COMMERCE IN LOUISIANA

Chamber of Commerce
Greater Covington Area
P. O. Box 1179
Covington, Louisiana 70433

Chamber of Commerce, N. O. Area
East Jefferson Branch
P. O. Box 30240
New Orleans, Louisiana 70190

President
N. O. Area Chamber of Commerce
P. O. Box 30240
New Orleans, Louisiana 70190

Executive Vice-President
Chamber of Commerce
520 Old Spanish Trail
Suite 211
Slidell, Louisiana 70458

NEWS MEDIA
LOUISIANA

Morning Advocate
525 Lafayette
Baton Rouge, Louisiana 70801

State - Times
525 Lafayette
Baton Rouge, Louisiana 70801

Times Picayune Florida Parishes
News Bureau
209 N. New Hampshire
Covington, Louisiana 70433

Daily News
P. O. Box 314
Covington, Louisiana 70433

Times-Picayune/States-Item
3800 Howard Avenue
New Orleans, Louisiana 70125

The Daily Sentry News
P. O. Box 910
3648 Pontchartrain Drive
Slidell, Louisiana 70458

St. Bernard Voice
234 Mehle Avenue
Arabi, Louisiana 70032

News Leader
196 S. 14th
Baton Rouge, Louisiana 70802

St. Tammany Farmer
321 New Hampshire Street
Covington, Louisiana 70433

Jefferson Democrat
2520 Belle Chasse Hwy.
Gretna, Louisiana 70053

The City News
704 Daniel Street
Kenner, Louisiana 70062

Banner
601 Lafitte Street
Mandeville, Louisiana 70448

Louisiana Weekly
640 S. Rampart Street
New Orleans, Louisiana 70113

Editor Driftwood
University of New Orleans
New Orleans, Louisiana 70122

Editor Veritas
St. Mary's Dominican College
New Orleans, Louisiana 70118

Editor Hullabaloo
Tulane University
New Orleans, Louisiana 70118

Editor Courtbouillon
Dillard University
New Orleans, Louisiana 70122

WARB-AM
Hammond Highway
Covington, Louisiana 70433

WGSO-AM
1440 Canal Street
New Orleans, Louisiana 70130

WNPS-AM
P. O. Box 53395
New Orleans, Louisiana 70153

WTIX-AM
332 Carondelet Street
New Orleans, Louisiana 70130

St. Tammany News
614 E. Boston Street
Covington, Louisiana 70433

West Bank Guide
2520 Belle Chasse Hwy.
Gretna, Louisiana 70053

Northlake Sunday News
Box 314
Covington, Louisiana 70433

Jefferson Parish Times
2520 Belle Chasse Highway
Gretna, Louisiana 70053

Port Publishing Co.
1004 International Bldg.
New Orleans, Louisiana 70130

St. Bernard News
620 Tchoupitoulas Street
New Orleans, Louisiana 70130

Editor Maroon
Loyola University
New Orleans, Louisiana 70118

Editor SUNO Observer
Southern University in New Orleans
New Orleans, Louisiana 70122

Editor Xavier Herald
Xavier University
New Orleans, Louisiana 70125

KGLA-AM
P. O. Box 428
Marrero, Louisiana 70072

WBOK-AM
3301 1/2 Tulane Avenue
New Orleans, Louisiana 70119

WNOE-AM
529 Bienville Street
New Orleans, Louisiana 70130

WSMB-AM
921 Canal Street
New Orleans, Louisiana 70112

WWL-AM
1024 N. Rampart Street
New Orleans, Louisiana 70116

WYLD-AM
2906 Tulane Avenue
New Orleans, Louisiana 70119

WDSU-TV
520 Royal Street
New Orleans, Louisiana 70130

WVUE-TV
1025 Jefferson Davis Pkwy.
New Orleans, Louisiana 70119

WYES-TV
916 Navarre Avenue
New Orleans, Louisiana 70124

WTUL-FM
Tulane University
New Orleans, Louisiana 70118

Louisiana Conservationist
400 Royal Street
New Orleans, Louisiana 70130

Heliotrope
St. Mary Dominican College
New Orleans, Louisiana 70118

WBYU-FM
38th Floor Plaza Towers
New Orleans, Louisiana 70113

WGNO-TV
International Trademart Bldg.
New Orleans, Louisiana 70130

WWL-TV
1024 N. Rampart Street
New Orleans, Louisiana 70116

WLDC
Loyola University
New Orleans, Louisiana 70118

Clarion Herald
P. O. Box 53247
New Orleans, Louisiana 70153

Cross and Crescent
Our Lady of Holy Cross College
4123 Woodlawn Highway
New Orleans, Louisiana 70114

WVOG-AM
125 N. Galvez
New Orleans, Louisiana 70119

NATIONAL

Editor
Engineering News Record
645 N. Michigan Avenue
Chicago, Illinois 60611

Western Editor
Traffic World
22 W. Madison Street, Room 404
Chicago, Illinois 60602

Water Control News
4025 W. Peterson Avenue
Chicago, Illinois 60646

Stanford Reserach Institute
Library-Government Publications
Menlo Park, California 94025

Maritime Reporter
107 East 31st Street
New York, New York 10016

Waterways Journal
319 N. Fourth St., Suite 666
Attn: Mr. James V. Swift
St. Louis, Missouri 63102

The Constructor
1957 E. Street, N. W.
Washington, D. C. 20006

Executive Secretary
U. S. Committee on Irrigation,
Drainage, and Flood Control
P. O. Box 15326
Denver, Colorado 80215

National Affairs, Inc.
1231 25th Street, N. W.
Washington, D. C. 20037

RAILROADS
INTERSTATE

Division Engineer
Illinois Central Railroad
P. O. Box 52348
New Orleans, Louisiana 70150

Division Engineer
Louisiana & Arkansas Railway Co.
4601 Blanchard Road
Shreveport, Louisiana 71107

Division Engineer
Louisville & Nashville Railroad Co.
11 Government Street
Mobile, Alabama 36602

Assistant Engineer
Missouri Pacific Railroad Co.
1384 Annunciation Street
New Orleans, Louisiana 70130

Division Engineer
Lafayette Division
Southern Pacific Trans. Co.
P. O. Box 3667
Lafayette, Louisiana 70501

Economist - Room 628
Southern Railway System
P. O. Box 1808
Washington, D. C. 20013

General Counsel, Law Department
Western Railroad Association
Room 1200, 222 S. Riverside Pl.
Chicago, Illinois 60606

Director, Waterway Analysis
Competitive Trans. Div.
Assn. of American Railroads *2
Transportation Bldg.
Washington, D. C. 20006

Chief Engineer
Kansas City Southern Lines
114 West 11th Street
Kansas City, Missouri 64105

Chief Engineer
Louisville & Nashville Railroad Co.
908 West Broadway
Louisville, Kentucky 40201

Chief Engineer
Missouri Pacific Railroad Co.
Missouri Pacific Building
210 N. 13th Street
St. Louis, Missouri 63103

Chief Engineer
Southern Pacific Transp. Co.
P. O. Box 1319
Houston, Texas 77001

Chief Engineer
Southern Railway System
99 Spring Street, S. W.
Atlanta, Georgia 30303

District Engineer
T&P Railway Co.
T&P Building
Fort Worth, Texas 76102

Illinois Central Railroad Co.
Front Street
Jonesville, Louisiana 71343

M. L. Smith
Missouri Pacific Railroad Co.
210 N. 13th Street
St. Louis, Missouri 63103

LIBRARIES

Jefferson Parish Library
P. O. Box 7490
3420 N. Causeway Blvd.
Metairie, Louisiana 70010

New Orleans Public Library
219 Loyola Avenue
New Orleans, Louisiana 70140

Plaquemines Parish Library
203 Louisiana Highway 23, South
Buras, Louisiana 70041

St. Charles Parish Library
West Bank Regional Library
P. O. Box 975
Luling, Louisiana 70070

Delgado Junior College
Moss Memorial Library
615 City Park Avenue
New Orleans, Louisiana 70119

Louisiana Department of Commerce
& Industry
Library
P. O. Box 44185
Baton Rouge, Louisiana 70804

University of New Orleans
Earl K. Long Library
Lakefront
New Orleans, Louisiana 70122

Loyola University
6363 St. Charles Avenue
New Orleans, Louisiana 70118

Gulf South Research Institute
Atchafalaya Basin Laboratory
Naval Air Station
P. O. Box 1177
New Iberia, Louisiana 70560

St. Bernard Parish Library
1125 E. St. Bernard Highway
Chalmette, Louisiana 70043

St. Tammany Parish Library
P. O. Box 1000
Covington, Louisiana 70433

Dillard University
Will W. Alexander Library
2601 Gentilly Blvd.
New Orleans, Louisiana 70122

Tulane University
Howard-Tilton Memorial Library
7001 Freret Street
New Orleans, Louisiana 70118

Xavier University
Palmetto and Pine Streets
New Orleans, Louisiana 70125

Southern University in New Orleans
6400 Press Drive
New Orleans, Louisiana 70126

Louisiana Dept. of Urban and
Community Affairs
Office of Planning
& Tech Assistance
P. O. Box 44455
Baton Rouge, Louisiana 70804

ENVIRONMENTAL INTERESTS
LOUISIANA

Mr. Edgar F. Veillon
President
Louisiana Wildlife Federation
3210 Cadiz Street
New Orleans, Louisiana 70125

Mr. Francis J. Braud
Vice-President
Louisiana Wildlife Federation
112 Goodhope Street
Norco, Louisiana 70079

*5

Louisiana Wildlife Federation
P. O. Box 16089, LSU
Baton Rouge, Louisiana 70893

Mr. Warren "Curley" Whitney
Asst. Vice-President, District 1
Louisiana Wildlife Federation
2420 Port Street
New Orleans, Louisiana 70117

Mr. James D. McGovern
Vice-President
Louisiana Wildlife Federation
Suite 305, 2-3-4 Loyola Bldg.
234 Loyola Ave.
New Orleans, Louisiana 70112

President
St. Clair Hunting Club
Box 168
Braithwaite, Louisiana 70040

Mr. C. C. Lockwood
Conservation Committee
Baton Rouge Chapter of the
National Audubon Society
P. O. Box 18634 LSU
Baton Rouge, Louisiana 70803

President
Pelican Rod & Gun Club
P. O. Box 586
Luling, Louisiana 70070

President
Norco Boating Club, Inc.
560 Pine Street
Norco, Louisiana 70079

President
St. Tammany Sportsmans League
Military Road
Covington, Louisiana 70433

Conservation Council of Louisiana
1311 Pleasant Street
New Orleans, Louisiana 70115

Mr. Carroll F. Cambre
Jefferson Gun & Rod Club
111 Kennedy Drive
Gretna, Louisiana 70053

Dr. D. M. Bradburn
Sierra Club
Touro Infirmary
1401 Foucher Street
New Orleans, Louisiana 70115

Mr. Robert Merrell
Vice-President, District 6
Louisiana Wildlife Federation
110 W. Pearl Dr., Rt. 1
Slidell, Louisiana 70458

President
Bonnet Carre' Rod & Gun Club
529 Pine Street
Norco, Louisiana 70079

Mr. Charles Wall
Jefferson Ph. Indus. Dev. Comm.
Wall Shipyard
P. O. Box 419
Harvey, Louisiana 70058

President
Marsh Duck Club, Inc.
537 Welham Loop
Laplace, Louisiana 70068

Lake Pontchartrain Sanitary District
P. O. Box 60630
New Orleans, Louisiana 70160

St. Charles Parish
Environmental Council
402 Marino
Norco, Louisiana 70079

Mr. Barry Kohl, Chairman
Conservation Committee
Orleans Audubon Society
1522 Lowerline
New Orleans, Louisiana 70118

Ecology Center of Louisiana, Inc.
P. O. Box 19344
New Orleans, Louisiana 70179

Mrs. Vincent J. Palmintier
Director, District No. 1
La. Garden Club Federation
6737 General Diaz Street
New Orleans, Louisiana 70124

Mrs. James A. Janin, Director
District No. 2
Louisiana Garden Club
8845 Fulton Street
Metairie, Louisiana 70003

Mr. Clifford M. Danby
Member, Conservation Committee
Orleans Audubon Society
4843 Gabriel Drive
New Orleans, Louisiana 70127

Mr. Donald Schueler, Ph.D.
Orleans Audubon Society
1311 Pleasant Street
New Orleans, Louisiana 70115

Mr. Tim Lepore
5518 Wildair Drive
New Orleans, Louisiana 70122

Mrs. V. C. Denman
League of Women Voters of
Jefferson Parish
325 Brockenbraugh Court
Metairie, Louisiana 70005

Ms. Rachel A. Hamilton
League of Women Voters of
New Orleans
41 Newcomb Blvd.
New Orleans, Louisiana 70118

The Sierra Club
1800 NBC Building
New Orleans, Louisiana 70112

Mr. Joe Jopes
New Orleans East Business Assn.
8001 Downman Road
New Orleans, Louisiana 70126

Fund for Animals, Inc.
Attn: Sid Rosenthal, Jr. Field Agt.
P. O. Box 10676
Jefferson, Louisiana 70181

Delta Chapter, Sierra Club
111 South Hennessey
New Orleans, Louisiana 70119

Mrs. A. H. Rack
New Orleans Chapter
League of Women Voters
1636 Toledano Street
New Orleans, Louisiana 70113

Mr. Robert E. Timberlake
Clio Sportsmans League
1716 Roosevelt Blvd.
Kenner, Louisiana 70062

Miss Cornelia Carriere
Times Picayune
3800 Howard Avenue
New Orleans, Louisiana 70125

LSU Council on Environmental Issues
Will Pozzi, Director
P. O. Box 16960-A, Univ. Station
Baton Rouge, Louisiana 70803

Ms. Patricia R. Browder
League of Women Voters of
New Orleans
1636 Toledano
New Orleans, Louisiana 70115

VTN Louisiana, Inc.
2701 Independence Street
Attn: Mr. Terry Hartman
Metairie, Louisiana 70002

Louisiana Environmental Professionals Assn.
2701 Independence Street
Metairie, Louisiana 70002

C. C. Lockwood
Cactus Clyde Productions
P. O. Box 14876
Baton Rouge, Louisiana 70808

La. Wildlife Biologist Association
P. O. Box 14762
Baton Rouge, Louisiana 70808

Slidell Sportsmen's League
P. O. Box 1208
Slidell, Louisiana 70458

THE ACADEMIC COMMUNITY OF LOUISIANA
LOUISIANA STATE UNIVERSITY IN BATON ROUGE

Roger W. Richardson, Ph.D., Dean
College of Engineering
Louisiana State University
Baton Rouge, Louisiana 70803

Director
Coastal Studies Institute
Louisiana State University
Baton Rouge, Louisiana 70803

Paul Y. Burns, Ph.D., Director
School of Forestry
Louisiana State University
Baton Rouge, Louisiana 70803

Philip W. West, Ph.D., Director
Environmental Studies Institute
Louisiana State University
Baton Rouge, Louisiana 70803

Professor Charles Fryling, Jr.
Dept. of Landscape Architecture
Louisiana State University
Baton Rouge, Louisiana 70803

Mr. Al Fugler
La. State University
Cooperative Extension Service
P. O. Box 906
Vidalia, Louisiana 71373

Mr. Soon T. Kim
Dept. of Geography and
Anthropology
Louisiana State University
Baton Rouge, Louisiana 70803

Dr. Judith A. Monte
C/O Chris Norris
Greenhorne & O'Mara, Inc.
6715 Kenilworth Avenue
Riverdale, Maryland 20840

Mr. Ara Arman, Head
Civil Engineering Department
Louisiana State University
Baton Rouge, Louisiana 70803

Jack R. Van Lopik, Ph.D., Director
Cent. for Wetland Res., Coastal Stud. Bl.
Louisiana State University
Baton Rouge, Louisiana 70803

Doyle Chambers, Ph.D., Director
Agricultural Experiment Station
Louisiana State University
Baton Rouge, Louisiana 70803

J. M. Reynolds, Ph.D., Vice-President
For Instruction & Research
Louisiana State University System
P. O. Box 16070
Baton Rouge, Louisiana 70803

Mr. Robert Neuman
Curator of Anthropology, Dept.
of Geography and Anthropology
Louisiana State University
Baton Rouge, Louisiana 70803

Mr. H. V. Anderson
Dept of Geology
Louisiana State University
Baton Rouge, Louisiana 70803

Mr. Sidney A. Crow, Jr.
Dept. of Food Science
Louisiana State University
Baton Rouge, Louisiana 70803

Mr. Rodney C. Adams
Office of Sea Grant Development
Louisiana State University
Baton Rouge, Louisiana 70803

Director, Office of Media Services
Louisiana State University
Baton Rouge, Louisiana 70803

Mr. Edward Stern
Dept. of Zoology & Physiology
Louisiana State University
Baton Rouge, Louisiana 70803

Mr. David C. Arnoldi
Fisheries Department #249
Ag. Center
Louisiana State University
Baton Rouge, Louisiana 70803

Director
Water Resources Research Inst.
Ceba Bldg., Room 3126
Louisiana State University
Baton Rouge, Louisiana 70803

UNIVERSITY OF NEW ORLEANS

John L. Laseter, Ph.D., Chairman
Department of Biology
University of New Orleans
New Orleans, Louisiana 70122

Alfred Weidie, Ph.D.
Department of Earth Science
University of New Orleans
New Orleans, Louisiana 70122

Joe R. Foote, Ph.D.
Department of Mathematics
University of New Orleans
New Orleans, Louisiana 70122

Edwin P. Russo, Ph.D.
Department of Engineering
University of New Orleans
New Orleans, Louisiana 70122

Walton T. Wilford, Ph.D.
Department of Economics
University of New Orleans
New Orleans, Louisiana 70122

Al Clark, Coordinator
Environmental Impact Section
Department of Environmental Affairs
University of New Orleans
New Orleans, Louisiana 70122

Louis M. Trefonas, Ph.D.
Department of Chemistry
University of New Orleans
New Orleans, Louisiana 70122

Fritz Dohse, Ph.D.
Department of Eng. Science
University of New Orleans
New Orleans, Louisiana 70122

Malcolm C. Webb, Ph.D.
Department of Anthropology
University of New Orleans
New Orleans, Louisiana 70122

Jerome J. Salomone, Ph.D.
Department of Sociology
University of New Orleans
New Orleans, Louisiana 70122

Bill J. Good, Ph.D., Dean
College of Sciences
University of New Orleans
New Orleans, Louisiana 70122

LOYOLA UNIVERSITY IN NEW ORLEANS

Father Dave Boileau, Director
Institute of Human Relations
Loyola University in New Orleans
6363 St. Charles Avenue
New Orleans, Louisiana 70118

Father Conrad Rabbe, Ph.D. Chairman
Department of Political Science
Loyola University in New Orleans
6363 St. Charles Avenue
New Orleans, Louisiana 70118

Mr. Walter Maestri, III, Chairman
Department of Sociology
Loyola University in New Orleans
6363 St. Charles Avenue
New Orleans, Louisiana 70118

TULANE UNIVERSITY

Hugh A. Thompson, Ph. D., Dean
Tulane University
School of Engineering
New Orleans, Louisiana 70118

Capt. Ernest E. Wilson, USN
NROTC, Tulane University
New Orleans, Louisiana 70118

Professor Chester A. Peyronnin
Dept. of Mechanical Engineering
Tulane University
New Orleans, Louisiana 70118

Mr. Frank L. Keller
Department of Economics
Tulane University
New Orleans, Louisiana 70118

Professor Walter E. Blessey, Head
Department of Civil Engineering
Tulane University
New Orleans, Louisiana 70118

Director, Engineering Sciences
Environmental Center
Tulane University
New Orleans, Louisiana 70118

Samuel Sullivan, Ph.D., Dean
Tulane University
School of Engineering
New Orleans, Louisiana 70118

INDIVIDUALS

LAKE PONTCHARTRAIN AND VICINITY HURRICANE PROTECTION

Neil Alford
P. O. Box 7
Slidell, Louisiana 70458

Mr. Clarke Harper, President
Venetial Isles Civic & Imp Assoc.
4501 Murano Road
New Orleans, Louisiana 70129

Mr. Fred Knecht, Rigolets Marina
Route 6, Box 197
New Orleans, Louisiana 70129

New Orleans East, Inc.
P. O. Box 29188
New Orleans, Louisiana 70189

Lake Pontchartrain Shores
Civic Association
4612 Transcontinental Drive
Metairie, Louisiana 70002

Mrs. Marietta Herr
League of Women Voters of N. O.
1636 Toledano Street, Suite 301
New Orleans, Louisiana 70115

Mr. David P. Levy
David P. Levy Enterprises
527 Legendre Drive
Slidell, Louisiana 70458

Mr. Vernon V. Palmer, President
Alliance for Good Government
P. O. Box 51747
New Orleans, Louisiana 70151

Mr. Joseph Wm. Smollen, III, President
Young Men's Business Club of
Greater New Orleans, Inc.
3534 Tulane Ave.
New Orleans, Louisiana 70119

Ms. Joan Fotiades
1631 Valmont Street
New Orleans, Louisiana 70115

Mr. Morris Wright
902 Whitney Building
New Orleans, Louisiana 70130

Ms. Julie Fotiades
1631 Valmont Street
New Orleans, Louisiana 70115

Mrs. Evelyn F. Poulos
1631 Valmont Street
New Orleans, Louisiana 70115

Mrs. B. Denman
P. O. Box 7482
Metairie, Louisiana 70010

Mrs. Joan Phillips
Wetlands Chairman, Sierra Club
922 Octavia Street
New Orleans, Louisiana 70115

Mr. Randy P. Lanctot
Executive Director
Louisiana Wildlife Federation, Inc.
P. O. Box 16089, LSU
Baton Rouge, Louisiana 70893

Mr. Oliver A. Houck
Professor of Law
Joseph Merrick Jones Hall
Tulane University
New Orleans, Louisiana 70118

III. AGENDA FOR PUBLIC MEETING

AGENDA

REMARKS

OPENING REMARKS

Gaspar Chifici, Esquire
District Engineer
Office of Public Works
New Orleans District
Louisiana Department of
Transportation and Development

INTRODUCTORY REMARKS

Colonel Robert C. Lee
District Engineer
U. S. Army Engineer District
New Orleans

STUDY FINDINGS

Lynn Devaul, Civil Engineer
U. S. Army Engineer District
New Orleans

PUBLIC STATEMENTS

Interested Individuals

CLOSING REMARKS

Colonel Robert C. Lee

IV. RECORD OF PUBLIC MEETING

LAKE PONTCHARTRAIN, LOUISIANA
AND VICINITY HURRICANE PROTECTION PROJECT

RECORD OF

PUBLIC MEETING

HELD ON

APRIL 12, 1984 AT 7:00 P.M.

JOHN F. KENNEDY HIGH SCHOOL

WISNER BOULEVARD

NEW ORLEANS, LOUISIANA

CONTENTS

<u>ITEM</u>	<u>PAGE</u>
A. INTRODUCTION	1
B. LIST OF ATTENDEES	1
C. LIST OF SPEAKERS	10
D. TRANSCRIPT	11

LAKE PONTCHARTRAIN, LOUISIANA AND
VICINITY, HURRICANE PROTECTION PROJECT

A. Introduction

A public meeting for the Lake Pontchartrain, Louisiana and Vicinity, Hurricane Protection Project was held at the John F. Kennedy High School in New Orleans, Louisiana, on April 12, 1984 at 7:00 P.M. The purpose of this meeting was to inform the public of the most recent findings in the study and to allow them to express their views on the tentatively selected plan.

Following a presentation by the study manager of the important recent developments in the study, comments were accepted from state and local agencies, organizations, and private citizens.

B. List of Attendees

Representing the U. S. Army Corps of Engineers

Colonel Robert C. Lee	District Engineer New Orleans District
Cletis R. Wagahoff	Chief, Planning Division
Hugh E. Wright	Chief, Plan Formulation Branch Planning Division
Lynn Devaul	Plan Formulation Branch Planning Division
E. K. Johnson	Chief, Economics and Social Analysis Br Planning Division
Edgar S. Clark	Environmental Quality Section Planning Division
Adrian J. Combe III	Chief, Coastal Engineering Section Engineering Division
Nicholas G. Constan	Economics and Social Analysis Branch Planning Division
Carl R. Guggenheimer	Design Branch Engineering Division
Robert J. Guizerix	Chief, General Engineering Section Engineering Division

Larry Hartzog	Environmental Analysis Branch Planning Division
Suzanne R. Hawes	Chief, Environmental Quality Section Planning Division
arnold Robbins	Policy and Long Range Planning Branch Lower Mississippi Valley Division
Bruce A. Sossaman	Chief, Public Affairs Office
David V. Stutts	Design Branch Engineering Division
Burnell Thibodeaux	Hydraulics Branch Engineering Division
Lt. Col. Edward Willis	Deputy - Coastal Zone
Glenn Willoz	Equipment Pool Operations Division
Veronica Z. Williams	Plan Formulation Branch Planning Division
Chantedieu Hamm	Environmental Quality Section Planning Division

NAME and ADDRESS

REPRESENTING

David Acheson III
1335 Gardena Dr.
N. O. LA 70122

Sierra Club

Margaret E. Balzer
8201 W. Judge Perez Dr.
Chalmette, LA 70043

St. Bernard Parish Police Jury

Francis J. Braud
112 Goodhope St.
Norco, LA 70079

Bonnet Carre Rod & Gun Club

George Butler
1700 N. Causeway Blvd.
Mandeville, LA

Soil Stabilization Systems

M. L. Cambre
402 Marino
Norco, LA 70079

St. Charles Environmental Council

John R. Cashen
P. O. Box 13784
N. O. LA 70185

Fromherz Engrs. Inc.

Donald J. Cicet
P. O. Box 426
Lutcher, LA

Pontchartrain Levee Board

Gasper A. Chifici
7252 Lakeshore Dr.
N. O. LA

State Office of Public Works

Milton J. Dudenhefer, Jr.
Rt. 6, Box 185B
N. O. LA 70129

N. O. East Bank Comm. Fishermen

Gerald R. Dyson
P. O. Box 426
Lutcher, LA 70071

Pontchartrain Levee District

Allan Ensminger
Box 16670
Baton Rouge, LA 70895

LA Dept. of Wildlife & Fisheries

NAME and ADDRESS

REPRESENTING

Charlotte Fremaux
305 Cuddihy Dr.
Metairie, LA 70005

League of Women Voters of Louisiana

Sherwood M. Gagliano
1260 Main St.
Baton Rouge, LA 70802

Coastal Environments, Inc.
New Orleans East. Inc.

Lydia E. Guillot
310 Highway Dr.
Jefferson, LA 70121

Sierra Club

Geneva Grille
7252 Lakeshore Dr.
N. O. LA 70124

D.O.T.D. Office of Public Works
New Orleans Office

Robert F. Hereford
8620 Southdown Lane
River Ridge, LA 70123

Jefferson Rod & Gun Club

Alfred Hitter, Jr.
P. O. Box 512
New Iberia, LA 70560

Save Our Coast, Inc.

Marguerite M. Hitter
4008 Walnut Dr.
New Iberia, LA 70560

Save Our Coast, Inc.

Thomas A. Hogue
P. O. Box 2600
Jackson, MS 39205

Illinois Central Gulf Railroad

Jim LeBlanc
Environmental Affairs Section
P. O. Box 61000
N. O. LA 70161

Middle South Utilities

Anthony Laska
9 W City Hall
N. O. LA 70112

N. O. City Planning Commission
Regional Planning Commission

Earl J. Magner Jr.
N. O. Lakefront Airport
N. O. LA

Orleans Levee Board

NAME and ADDRESS

REPRESENTING

Spencer McIlvaine
2000 Metairie Ct.
Metairie, LA 70001

Jefferson Rod & Gun Club

David A. Mekarski
P. O. Box 302
Hahnville, LA 70057

St. Charles Parish - Coastal Mgmt Sec

Frank Monteferrante
4176 Burbank Dr. #6
Baton Rouge, LA 70808

La. Dept. Nat. Res. (Coastal Mgmt.)

Donald Moore
4700 Avenue U
Galveston, TX 77550

National Marine Fisheries Service

Clinton R. Mouser
4428 Toby Lane
Kenner, LA 70065

Jefferson Rod & Gun Club

Charles M. Mullin
P. O. Box 10
Kenner, LA 70063

T. J. James & Co., Inc.

Glenn Mercadal
4810 Gabriel Dr.
N. O. LA 70127

Clio Sportsman's League

Vivian D. Newman
2418 Magazine St.
N. O. LA 70130

Orleans Audubon Society

Robert A. Parker
220 Poche Rd.
Ponchatoula, LA 70454

Manchac Fisherman Assoc.

Donald A. Pavy M.D.
111 Steven St.
New Iberia, LA 70560

Save Our Coast
Vice President

Mrs. Yvonne Pavy
111 Steven St.
New Iberia, LA 70560

Save Our Coast

NAME and ADDRESS

REPRESENTING

Joan Phillips
922 Octavia St.
N. O. LA 70115

Sierra Club

Stuart Phillips
922 Octavia St.
N. O. LA 70115

Gulf of Mexico Conference

Lawrence Phil Pittman
14521 Chimneywood Dr.
Baton Rouge, LA 70816

La Dept of Natural Resources
Coastal Mgt. Section

Albert Poche
Box 35
Manchac, LA

Manchac Fisherman's Assoc.

James C. Pope
P. O. Box 2600
Jackson, MS 39205

Illinois Central Gulf Railroad

Mary T. Prinz
3004 Palm Vista Dr.
Kenner, LA 70062

Palm Vista Civic Association

Harold J. Schoeffler
P. O. Box 2218
Lafayette, LA 70501

Save Our Coast
Sierra Club

John J. Scully
Plantation Business Campus
P. O. Box 176
Destrehan, LA 70047

Joseph C. Canizaro Interests

Nancy (Mrs. Jules) Simoneaux
6878 Memphis St.
N. O. LA

Lakeview Civ Improv Assn - Director
Lake Area Civic Assn

William A. Slatten
39 Audubon Blvd.
N. O. LA 70118

Orleans Levee Board

S. L. Smith
114 West 11th
Kansas City, MO 64105

Kansas City Southern Railway Co.

NAME and ADDRESS

REPRESENTING

James H. Stevens Jr.
10930 Jefferson Hwy.
River Ridge, LA

Jefferson Rod & Gun Club

Robert Strader
P. O. Box 4305
Lafayette, LA 70502

U. S. Fish & Wildlife Service

John Supan
P. O. Box 2440
Covington, LA 70434

Fisheries Agent, Orleans, St. Tammany
Parishes La. Cooperative Extension
Service

Charles Torres
327 Marino Dr.
Norco, LA 70079

St. Charles Environmental Council

Edgar F. Veillon
4616 S. Roman St.
N. O. LA 70125

La Wildlife Federation, Inc.

Mike Windham
400 Royal St.
N. O. LA 70130

LA Department of Wildlife & Fisheries

INDIVIDUALS

Moses Attaya, P. E.
5029 Flose Dr.
Met. LA 70002

Roger Baudier
1447 Cabrini Ct.
N. O. LA 70122

Rebecca J. Butler
231 Santos
Mandeville, LA

Joseph C. Ciolino
4486 St. Roch Ave.
N. O. LA 70122

Kathy Cortez
2524 Elder St.
N. O. LA

Mark R. Cortez
2524 Elder St.
N. O. LA

Louis P. Dewenter
5322 Magazine St.
N. O. LA 70115

Edward Dewenter
318 Ridgelake Dr.
N. O. LA

Mrs. Bettie Dyson
7150 Government St.
Baton Rouge, LA 70806

Marilyn Ensminger
P. O. Box 158
Baton Rouge, LA 70895

Ms. Moira Ford

Joan Fotiades
1631 Valmont St.
N. O. LA 70115

Julie Fotiades
1631 Valmont St.
N. O. LA 70115

Emmett H. Fremaux
305 Cuddihy Dr.
Metairie, LA 70005

Prof. Oliver Houck
Tulane University

Robert S. Iverson
3816 Nubland Ave.

James W. Larkin, Jr.
6605 Asher St.
Metairie, LA 70003

Ruth Monteleone
6561 Oakland Dr.
N. O. LA

Kerry Lee Mullin
720 Vouray

A. H. Rack
16 Mariners Cove

Rose M. Sauder
4128 Piedmont Dr.
N. O. LA 70122

Robert A. Sauder
4128 Piedmont Dr.
N. O. LA 70122

Mark Schleifstein
3800 Howard Ave.
N. O. LA 70140

Monte C. Shalett
1020 Gravier St. Ste 200
N. O. LA

Frances Sossaman
7212 Spring Lake
N. O. LA

S. C. Sunkel
2 Tern St.
N. O. LA 70124

Lyle Torres
327 Marino St.
Norco, LA 70079

Charles Tiblier
6242 Caldwell Dr.
N. O. LA

NEWS MEDIA

Monica Pierre
WYLD Radio
2906 Tulane Ave.
N. O. LA

Jim Marsh
WVUE-TV
1025 S. Jeff Davis Pkwy.
N. O. LA

Garland Robinette
WWL-TV

Gagliano
WWL-TV

C. LIST OF SPEAKERS

Donald Moore
National Marine Fisheries

Oliver Houck

Robert Strader
U. S. Fish & Wildlife Service

Moses Atalya

William Slayton
Orleans Levee Board

Albert Plauche
Manchac Fishermen's Assoc.

Gerald Dyson
Pontchartrain Levee District

Frances Saltzman

Allen Ensminger
Louisiana Department of Wildlife & Fisheries

Harold Schaufler
Save Our Coast, Sierra Club

Sherwood Gagliano

Donald Pavy
Save Our Coast

Robert Hereford
Jefferson Rod & Gun Club

Milton Duddenheffer
Vice President, East Bank Commercial

Alfred Hitter, Jr.
Save Our Coast

Moira Ford

James Larkin

Charlotte Fremeaux
League of Women Voters

Vivian Newman
Orleans Audubon Society

Nancy Simoneaux

Joan Phillips
Sierra Club

Julie Fotiedas

Stewart Phillips

David Mekarski
St. Charles Parish

Glenn Mercadahl
Clio Sportsman's League of N. O.

Edgar Villion
Louisiana Wildlife Federation

D. Transcript of Public Meeting

1 (BEGIN TAPE 1, SIDE 1)

2 MR. CEFECI:

3 My name is Gasper Cefeci and I'm
4 the District Engineer for the Office of
5 Public Works of the New Orleans District of
6 the Louisiana Department of Transportation
7 and Development.

8 With me -- with me from my staff
9 tonight is Geneva Grill. She's the
10 Assistant District Engineer for Public
11 Works.

12 Public Works is the state agency
13 which is designated to represent our state
14 in the review and coordination of water
15 resources studies and projects in
16 Louisiana.

17 Our purpose here this evening is
18 to give you an opportunity to present your
19 views on the tentatively selected plan for
20 completing the ongoing Lake Pontchartrain,
21 Louisiana, and vicinity hurricane
22 protection project.

23 The Corps' present studies were
24 begun as a result of lawsuits filed in 1975
25 against the project and a resultant 1977

AFFILIATED REPORTERS, INC.

OFFICIAL COURT REPORTERS
226 CARONDELET STREET
NEW ORLEANS, LOUISIANA 70130

1 court injunction against portions of the
2 project. The goal of these studies is to
3 determine the best plan of action to
4 complete the hurricane protection project
5 and legally document the plan by
6 supplementing the existing environmental
7 impact statement.

8 Please keep in mind that public
9 meetings such as this one are held to
10 obtain the views and opinions of those who
11 may be affected by implementing this
12 proposed plan.

13 At this time, I would like to
14 introduce to you Colonel Robert Lee,
15 District Engineer of the New Orleans
16 District of the Corps of Engineers who will
17 conduct the business portion of today's
18 meeting.

19 Colonel Lee.

20 COLONEL LEE:

21 Thank you, Gasper. Ladies and
22 gentlemen, as Gasper said, we are here this
23 evening to present the details of our
24 tentatively selected plan for providing
25 hurricane protection at the earliest

AFFILIATED REPORTERS, INC.

OFFICIAL COURT REPORTERS
226 CARONDELET STREET
NEW ORLEANS, LOUISIANA 70130

1 possible time for the people residing in
2 the Greater New Orleans metropolitan area.
3 This is the so-called high level or levees
4 only plan.

5 As the project manager will
6 explain shortly, we decided on a high level
7 plan based on two major considerations.
8 First, this plan will provide hurricane
9 protection to the citizens of the Greater
10 New Orleans area at the lowest cost. And,
11 secondly, it will be less environmentally
12 damaging than the previously proposed
13 barrier plan.

14 We expect to provide significant
15 protection to the majority of the area
16 residents by 1990 with this plan.

17 This plan was presented to the
18 public once before in November of 1981 in
19 this auditorium. Since that time, the plan
20 has been modified to include protection for
21 the East Bank of St. Charles Parish. A
22 draft environmental impact statement was
23 prepared and was made available to the
24 public in December of 1983 for review and
25 comment.

AFFILIATED REPORTERS, INC.

OFFICIAL COURT REPORTERS
226 CARONDELET STREET
NEW ORLEANS, LOUISIANA 70130

1 We will consider written comments
2 received on the environmental impact
3 statement and statements made at this
4 meeting in preparing the final
5 environmental impact statement. When
6 finalized, the environmental impact
7 statement will be submitted to the
8 Environmental Protection Agency as a
9 supplement to the existing environmental
10 impact statement.

11 I'd like to briefly explain how
12 we plan to proceed this evening. First, we
13 will give you a presentation on our study
14 findings. Following our presentation, we
15 will receive comments by individuals
16 beginning with elected and appointed
17 officials and then working randomly through
18 other people in the audience who would like
19 to make a presentation.

20 I'd like to just mention that
21 there are several members of my staff here
22 covering all areas of technical expertise
23 required, and if any of you want to talk
24 with them afterwards, they're sitting over
25 on the right, or you can see Mr. Wagerhoff,

AFFILIATED REPORTERS, INC.

OFFICIAL COURT REPORTERS
226 CARONDELET STREET
NEW ORLEANS, LOUISIANA 70130

1 the Chief of Planning in the New Orleans
2 District.

3 At this time, I'd like our study
4 manager, Lynn Deveau, to present our study
5 findings. Lynn.

6 MS. DEVEAU:

7 The Lake Pontchartrain,
8 Louisiana, and vicinity hurricane
9 protection project as originally authorized
10 consisted of levees and flood walls along
11 Lake Pontchartrain and encircling the
12 Chalmette area, as well as barrier
13 complexes of the lake's main tidal passes
14 at the Rigolets, Chef Menteur Pass and
15 Seabrook.

16 The barriers would provide
17 protection from hurricanes along certain
18 paths which tend to drive water into the
19 lake. As the storm passes, the winds push
20 the water against the south shore and into
21 the city.

22 These barrier complexes, which
23 would normally remain open, would be closed
24 only when hurricanes approach Lake
25 Pontchartrain in order to reduce the

AFFILIATED REPORTERS, INC.

OFFICIAL COURT REPORTERS
226 CARONDELET STREET
NEW ORLEANS, LOUISIANA 70130

1 build up of water levels in the lake.

2 Construction of the barrier
3 complexes would, therefore, reduce the
4 height and cost of levee and flood wall
5 construction along the south shore of Lake
6 Pontchartrain.

7 The next three slides show an
8 artist's drawing of these three barrier
9 complexes. This was the Rigolets complex,
10 the Chef Menteur complex, and the complex
11 at Seabrook.

12 The remainder of the authorized
13 plan's features consists of levees and
14 flood walls.

15 Construction on this project was
16 initiated in 1966. To date, the project is
17 fifty-one percent complete. Excluding the
18 barriers, the project is seventy-five
19 percent complete. A total of one hundred
20 and eighty-five million dollars has been
21 spent on construction work so far.

22 There are only two portions of
23 the project which have not been started;
24 the St. Charles Parish levee, which was
25 deferred for environmental reasons, and

AFFILIATED REPORTERS, INC.

OFFICIAL COURT REPORTERS
226 CARONDELET STREET
NEW ORLEANS, LOUISIANA 70130

1 the Mandeville sea walls.

2 In 1975, the New Orleans District
3 completed an environmental impact statement
4 on the project. Local environmental groups
5 challenged the adequacy of the E.I.S. in
6 court. And in 1977, the court found that
7 the E.I.S. was inadequate in its assessment
8 of the impact of two of the barrier
9 structures. The court enjoined us from
10 further work on the entire project until an
11 adequate E.I.S. could be prepared.

12 After presentation of additional
13 evidence by the Corps, the court modified
14 the injunction in 1978 to include only the
15 Rigolets and Chef Menteur barrier
16 structures. We have been able to continue
17 work on the levee and flood wall portions
18 of the project.

19 In addition to preparing a
20 supplement to the E.I.S., the court also
21 directed us to investigate alternative
22 plans of hurricane protection.

23 There are only two basic methods
24 of providing protection to the city. One
25 is to use barriers combined with levees

AFFILIATED REPORTERS, INC.

OFFICIAL COURT REPORTERS
226 CARONDELET STREET
NEW ORLEANS, LOUISIANA 70130

1 and flood walls, as we did in the
2 authorized barrier plan.

3 The other is to construct only
4 levees and flood walls. This plan came to
5 be known as the high level plans.

6 Under the high level plan, the
7 levees along Lake Pontchartrain would be
8 constructed high enough to contain the
9 swollen lake without the use of barrier
10 structures. The levees along the Gulf
11 outlet, the inter-harbor navigation canal,
12 and in Chalmette would be the same height
13 under either plan.

14 Within each plan, we looked at
15 different levee alignments and various
16 construction methods to develop the best
17 barrier plan and the best high level plan
18 from both an economic and environmental
19 standpoint.

20 Because of the extent of urban
21 development and the degree of levee work
22 already completed, it was only possible to
23 vary alignments in two areas; New Orleans
24 East and St. Charles Parish.

25 We studied two alignments in

AFFILIATED REPORTERS, INC.

OFFICIAL COURT REPORTERS
226 CARONDELET STREET
NEW ORLEANS, LOUISIANA 70130

1 New Orleans East. The authorized levee
2 alignment, which is shown in green here,
3 would raise and strengthen the existing
4 levees surrounding New Orleans East.

5 The existing drainage structures
6 would be modified so that the drainage
7 patterns in the enclosed area would remain
8 unchanged.

9 In the New Orleans East area,
10 concern has been expressed over the
11 enclosure of thirteen thousand acres of
12 wetlands by the authorized levee.
13 Therefore, we studied an alternative levee
14 alignment roughly paralleling Maxant Canal
15 for both the barrier and the high level
16 plan.

17 The Maxant Canal alignment, which
18 is shown in pink, would exclude about
19 thirteen thousand acres of wetlands from
20 the protected area. Although this
21 alignment is much shorter in length than
22 the authorized alignment, it would require
23 construction of a new levee rather than
24 merely improving the existing levees.

25 For this reason, the Maxant

AFFILIATED REPORTERS, INC.

OFFICIAL COURT REPORTERS
226 CARONDELET STREET
NEW ORLEANS, LOUISIANA 70130

1 Canal alignment would cost approximately
2 seventy million dollars more than the
3 authorized levee alignment for either the
4 barrier or the high level plan.

5 The cost differential between
6 these two alignments is actually greater
7 than the seventy million dollars that we
8 calculated for the report.

9 Construction work has continued
10 on the authorized alignments since the time
11 the cost estimates were prepared, so the
12 cost to complete the authorized alignment
13 is even less now.

14 The wetland area between the two
15 levee alignments has been enclosed by
16 locally built levees and railroad
17 embankments since 1958. Control structures
18 in the existing levee provide for one way
19 drainage out of the area.

20 Since this area had been cut from
21 normal tidal exchange prior to the Federal
22 Hurricane Protection Project, selecting the
23 authorized alignment would not change the
24 existing drainage conditions. No new
25 wetland areas are going to be enclosed

AFFILIATED REPORTERS, INC.

OFFICIAL COURT REPORTERS
226 CARONDELET STREET
NEW ORLEANS, LOUISIANA 70130

1 by the authorized alignment.

2 Based on our assessment of
3 environmental impacts, the selection of a
4 Maxant Canal alignment for an additional
5 seventy million dollars or more solely to
6 exclude the wetlands already enclosed is
7 not economically justified.

8 Concern has been expressed also
9 that the wetlands inside the authorized
10 alignment would be subject to drainage and
11 development. The development of these
12 wetlands would continue to be regulated
13 under the authority of Section 404 of the
14 Clean Water Act, which requires a permit
15 from the Corps of Engineers to deposit
16 dredge or fill material in wetlands.

17 These permit decisions are made
18 based on the overall public interest. If a
19 permit were issued for development in this
20 area, the developer would be required to
21 provide mitigation.

22 In addition, we did not claim any
23 benefits for future development of these
24 wetlands. Justification for the hurricane
25 protection project does not depend on

AFFILIATED REPORTERS, INC.

OFFICIAL COURT REPORTERS
226 CARONDELET STREET
NEW ORLEANS, LOUISIANA 70130

1 future development occurring in the New
2 Orleans East wetlands.

3 We, therefore, chose the
4 authorized levee alignment in this area for
5 both the barrier and the high level plans
6 because it is the most economical
7 alternative and will not change the
8 existing drainage patterns.

9 We then went on to look at levee
10 alignments in St. Charles Parish. When we
11 originally presented the hurricane
12 protection plan at a public meeting in
13 1981, the plan did not include any
14 hurricane protection for the east bank of
15 St. Charles Parish, because at that time
16 none was found to be economically
17 justified.

18 Field investigations made since
19 that time, however, have determined that
20 hurricane damages in St. Charles Parish
21 would be greater than originally calculated
22 and would be sufficient to justify
23 providing protection.

24 In the St. Charles Parish area,
25 we looked at three levee alignments;

AFFILIATED REPORTERS, INC.

OFFICIAL COURT REPORTERS
226 CARONDELET STREET
NEW ORLEANS, LOUISIANA 70130

1 the authorized lakefront alignment,
2 alignment north of Airline Highway, and a
3 third alignment which jogs south of Airline
4 Highway for a short portion.

5 The lakefront alignment, which is
6 shown here with the big red bar, would be
7 the most expensive of the three
8 alternatives to construct. It would cost
9 approximately two and one-half times as
10 much as the cheapest alternative, or over
11 eighty million dollars more.

12 This alignment would also have
13 the most severe environmental impacts. It
14 would restrict tidal exchange to a very
15 valuable and productive wetland area. The
16 levee would also impact Bayou LeBranch and
17 Bayou Trapanier, which the State has
18 designated as natural and scenic streams;
19 therefore, we eliminated this alignment for
20 both economic and environmental reasons.

21 The north of Airline Highway
22 alignment, which is shown in green with the
23 crosshatching over it, is the least
24 expensive alternative. Culverts would be
25 provided in the levee to maintain the

AFFILIATED REPORTERS, INC.

OFFICIAL COURT REPORTERS
226 CARONDELET STREET
NEW ORLEANS, LOUISIANA 70130

1 existing drainage patterns in the wetlands
2 which are south of Airline Highway. These
3 wetlands currently receive flow through
4 culverts underneath the Airline Highway
5 road embankment.

6 This alignment would leave
7 twenty-six thousand acres of valuable
8 wetlands between the lake and the levee
9 open to tidal interchange.

10 We also studied an alignment
11 south of Airline Highway. This alignment
12 follows the north alignment for a ways, and
13 then dips behind and follows the path shown
14 in pink.

15 This alignment swings behind a
16 three thousand two hundred acre wetland
17 area, however, since the drainage patterns
18 for the north and south alignments would be
19 identical through the use of culverts, the
20 environmental impacts of the north and
21 south alignments would be limited to those
22 directly related to construction
23 activities, and these impacts would be
24 similar.

25 The south alignment is over two

AFFILIATED REPORTERS, INC.

OFFICIAL COURT REPORTERS
226 CARONDELET STREET
NEW ORLEANS, LOUISIANA 70130

1 miles longer than the north alignment and
2 would cost twenty to twenty-five percent
3 more, therefore, we selected the north
4 alignment for both the barrier and high
5 level plan on the basis of economic and
6 environmental factors.

7 As in New Orleans East,
8 uncontrolled development would not take
9 place in the wetlands enclosed by the levee
10 system. Development in this area would
11 also remain subject to permitting by the
12 Corps under Section 404 of the Clean Water
13 Act.

14 In addition to analyzing levee
15 alignments, we also looked at the best way
16 to construct individual levee reaches.
17 I'll summarize the analysis of construction
18 methods for one reach only, the Jefferson
19 Parish Lakefront area.

20 There are two general designs
21 that could be used in this area, an all
22 earthen levee or a levee with an eye wall
23 on top.

24 The eye wall design could also
25 include a wide barge berm on the lake

AFFILIATED REPORTERS, INC.

OFFICIAL COURT REPORTERS
226 CARONDELET STREET
NEW ORLEANS, LOUISIANA 70130

1 side to prevent runaway barges from hitting
2 and possibly damaging the eye wall.

3 Without the barge berm, though,
4 the eye wall design would not have the same
5 degree of integrity as the all earth
6 levee.

7 This slide shows seven
8 alternatives which we developed and their
9 respective costs.

10 The selection was narrowed to the
11 three alternatives with the first cost
12 under two hundred million dollars. These
13 alternatives include one all earthen levee
14 constructed of hydraulic fill for a hundred
15 and twenty-three million dollars, one eye
16 wall on levee with barge berm alternative
17 constructed of hydraulic fill for a hundred
18 and fifty-six million dollars, and one eye
19 wall on levee without the barge berm for a
20 hundred and sixty-seven million dollars.

21 On the basis of cost and design
22 integrity, we selected the all earth levee
23 constructed on hydraulic fill.

24 We also considered the
25 environmental impacts of this alternative.

AFFILIATED REPORTERS, INC.

OFFICIAL COURT REPORTERS
226 CARONDELET STREET
NEW ORLEANS, LOUISIANA 70130

1 The levee will be constructed from material
2 obtained from borrow pits with a total area
3 of five hundred and seventy-three acres in
4 Lake Pontchartrain offshore of Jefferson
5 Parish.

6 The borrow pits will be up to
7 sixty feet deep. Shallower borrow pits
8 could not be economically used. The first
9 forty feet of material is composed
10 primarily of soft clay and muck and is not
11 very suitable for levee building because of
12 its high water content. If only this
13 material were used, twice as much material
14 would be needed and, subsequently, the
15 surface area of the borrow pits would have
16 to be much larger.

17 Also, because more material would
18 be needed, the costs would also increase by
19 about sixty percent.

20 The adverse environmental impacts
21 of the borrow pits fall into two
22 categories. The first would be the
23 destruction of the benthic community in the
24 area of the borrow pits.

25 Benthos are animals which live

AFFILIATED REPORTERS, INC.

OFFICIAL COURT REPORTERS
226 CARONDELET STREET
NEW ORLEANS, LOUISIANA 70130

1 on or in the bottom of the lake such as
2 worms, clams and shrimp.

3 The proposed borrow pits would
4 destroy the benthos in the construction
5 area and they would not be able to
6 re-establish because of the depth of the
7 hole; however, the area impacted represents
8 only one-tenth of one percent of the total
9 benthic habitat in the lake.

10 The second adverse impact
11 associated with the borrow pits is the
12 effect on water quality. More saline water
13 could collect in the holes. Dissolved
14 oxygen at the bottom of the holes could
15 become too low to support aquatic life in a
16 few months of the year; however, there
17 would not be any significant mixing between
18 the water at the bottom of the borrow pits
19 and the surrounding water so that the water
20 quality impacts would be confined to the
21 area of the borrow pits themselves.

22 The adverse environmental impacts
23 associated with the borrow pits in Lake
24 Pontchartrain could be eliminated all
25 together by using material hauled in

AFFILIATED REPORTERS, INC.

OFFICIAL COURT REPORTERS
226 CARONDELET STREET
NEW ORLEANS, LOUISIANA 70130

1 from another source, such as the Bonnet
2 Carre Spillway.

3 The cheapest hauled material
4 alternative is over one hundred million
5 dollars more than the alternative selected.
6 We do not believe that the environmental
7 impacts to the lake are severe enough to
8 warrant spending over one hundred million
9 dollars to avoid them. We are continuing,
10 however, to investigate ways to minimize
11 the impacts of the holes at a reasonable
12 cost.

13 Based on the results of our
14 studies of alignments and construction
15 methods, we formulated a best barrier plan
16 and a best high level plan.

17 These plans use the same levee
18 alignments. They differ only in the
19 heights of the levees in the two plans and
20 the presence or absence of the barrier
21 structures.

22 We then went on to compare these
23 two best plans to each other. The three
24 categories of comparison which we used were
25 economics, environmental impacts, and

AFFILIATED REPORTERS, INC.

OFFICIAL COURT REPORTERS
226 CARONDELET STREET
NEW ORLEANS, LOUISIANA 70130

1 social impacts.

2 A comparison of the costs shows
3 that the high level plan would cost
4 approximately one hundred and fifteen
5 million dollars less to complete than the
6 barrier plan.

7 The net benefits, the difference
8 between the annual cost and the annual
9 benefits, are greater for the high level
10 plan; seventy-three million dollars versus
11 sixty-one million dollars.

12 The authorization for this
13 project requires that non-federal interest
14 contribute thirty percent of the cost of
15 the project. The non-federal share
16 consists of lands, relocations and cash or
17 equivalent work.

18 The local sponsors for this
19 project will include the State of
20 Louisiana, several levee districts, and a
21 parish police jury.

22 Selection of the high level plan
23 would result in an overall decrease in the
24 local sponsor's share except in Jefferson
25 Parish where the cost would increase and

AFFILIATED REPORTERS, INC.

OFFICIAL COURT REPORTERS
226 CARONDELET STREET
NEW ORLEANS, LOUISIANA 70130

1 in St. Bernard Parish where their share of
2 the costs would not change.

3 The numbers shown on this slide
4 are based on our estimates of construction
5 costs and are used for comparison only.
6 The final local share is based on the
7 actual cost of construction.

8 The high level plan would have
9 more severe short term social impacts than
10 the barrier plan.

11 During construction of the
12 levees, there would be a reduction of the
13 aesthetic and recreation values along the
14 Jefferson and Orleans Parish's lakefronts.

15 On a long term basis, however,
16 there would be little or no adverse social
17 impacts associated with the high level
18 plan.

19 The barrier plan, on the other
20 hand, would have long term adverse social
21 impacts since the barriers could have an
22 adverse effect on navigation through the
23 Rigolets and Chef Menteur Pass.

24 The short term environmental
25 impacts would be similar for the two

AFFILIATED REPORTERS, INC.

OFFICIAL COURT REPORTERS
226 CARONDELET STREET
NEW ORLEANS, LOUISIANA 70130

1 plans. In both cases, there would be an
2 increase in turbidity levels at the
3 construction sites.

4 For the barrier plan, turbidity
5 would increase at the barrier locations;
6 and for the high level plan, turbidity
7 would increase primarily along the
8 Jefferson Parish lakefront.

9 Long term environmental impacts
10 were measured in terms of lost habitat
11 units. On this basis, the impacts of the
12 barrier plan are more severe.

13 In addition to the lost habitat,
14 the barriers would have an additional
15 unquantified effect on the nursery and
16 biological values of Lake Pontchartrain
17 because of the restrictions of the tidal
18 passes.

19 We feel either plan is
20 overwhelmingly justified. Both plans would
21 make use of most of the construction work
22 already done. Since only levee work has
23 been done since the court injunction, this
24 work has counted towards either the barrier
25 or the high level plan.

AFFILIATED REPORTERS, INC.

OFFICIAL COURT REPORTERS
226 CARONDELET STREET
NEW ORLEANS, LOUISIANA 70130

1 The high level plan would provide
2 protection to the city a few years earlier.
3 Most of the metropolitan area would be
4 provided hurricane protection by 1990.

5 Our data indicates that of the
6 two plans, the high level plan is superior,
7 both economically and environmentally.

8 Therefore, we plan to recommend
9 that the authorized plan of hurricane
10 protection be modified from a barrier plan
11 to the high level plan.

12 We have prepared a re-evaluation
13 report and draft environmental impact
14 statement on the high level plan.

15 Your written statements and
16 comments made at this meeting will be
17 considered in the preparation of our final
18 report.

19 Since this project has already
20 been authorized, we do not need to submit
21 the report to Congress for authorization.
22 Instead, the re-evaluation report
23 documenting the reasons for design changes
24 to an authorized project can be approved by
25 General Bratton, the Chief of Engineers

AFFILIATED REPORTERS, INC.

OFFICIAL COURT REPORTERS
226 CARONDELET STREET
NEW ORLEANS, LOUISIANA 70130

1 in Washington.

2 If approved by the end of
3 September, we will be able to begin
4 construction of elements of the high level
5 plan next year. Because of the court
6 injunction, we would soon experience a slow
7 down in construction work and a
8 corresponding delay in providing hurricane
9 protection to the area without a change in
10 plan.

11 We have also been working on a
12 plan to mitigate for construction related
13 damages. Since no mitigation was proposed
14 for the authorized plan, we will have to
15 submit a request for a post-authorization
16 change to add mitigation to the project.

17 The mitigation plan will address
18 not only the damages from the work required
19 to complete the high level plan, but also
20 for work already done under the authorized
21 barrier plan.

22 An open, informal scoping meeting
23 will be held this June to get public input
24 on what form the mitigation should take.
25 Workshops may also be scheduled at a

AFFILIATED REPORTERS, INC.

OFFICIAL COURT REPORTERS
226 CARONDELET STREET
NEW ORLEANS, LOUISIANA 70130

1 later date with interested parties to work
2 out the details of a mitigation plan.

3 We anticipate finalizing the
4 mitigation plan and the environmental
5 impact statement on that plan in two
6 years.

7 I'd like to stress again that
8 identifying your views and receiving your
9 input is the reason for holding this
10 meeting.

11 And now I'll turn the meeting
12 back over to Colonel Lee.

13 COLONEL LEE:

14 Thank you, Lynn.

15 Do we have any Federal or State
16 elected officials in the audience who would
17 like to make a presentation or comments at
18 this time? I have none on my cards.

19 (NO RESPONSE)

20 COLONEL LEE:

21 If not, then we will proceed with
22 the Federal agencies, the State and the
23 local agencies, and the organizations and
24 private citizens.

25 And I would ask that in general

AFFILIATED REPORTERS, INC.

OFFICIAL COURT REPORTERS
226 CARONDELET STREET
NEW ORLEANS, LOUISIANA 70130

1 you limit your presentations to five
2 minutes.

3 I also point out that if you have
4 a written presentation, if you'd leave a
5 copy of that --

6 (INAUDIBLE)

7 COLONEL LEE:

8 Okay. If you would -- if you
9 would leave a written copy of your
10 presentation in the front -- at the front
11 desk here, then we'll ensure that it gets
12 correctly inserted.

13 Also, if after several
14 presentations have been made and you find
15 out that your presentation is very similar
16 and you'd like to just submit it in
17 writing, it will be made a part of the
18 report, will follow the report through its
19 course to Washington just as if you make an
20 oral presentation.

21 With that, the first name I have
22 is Mr. Donald Moore, representing the
23 National Marine Fisheries Service.

24 (INAUDIBLE)

25 MR. MOORE:

AFFILIATED REPORTERS, INC.

OFFICIAL COURT REPORTERS
226 CARONDELET STREET
NEW ORLEANS, LOUISIANA 70130

1 Colonel Lee, ladies and
2 gentlemen, I'm Donald Moore, area
3 supervisor and environmental assessment,
4 National Marine Fisheries Service out of
5 Galveston, Texas, and I'm going to read a
6 statement from our southeast region of the
7 National Marine Fisheries Service.

8 On February 24th, '84, we
9 responded to your December 16th request for
10 our views and comments on the December
11 draft main report.

12 This statement is to reiterate
13 the views we submitted on February 28th on
14 the plans presented in the draft main
15 report as well as discuss some items of
16 which we have recently become aware.

17 Two hurricane protection plans
18 are presented in the draft main report; the
19 barrier plan and the high level plan.

20 The tentatively selected high
21 level plan determined by the Corps as the
22 most feasible one would involve topping of
23 existing levees and construction of a
24 portion of a new levee in the St. Charles
25 Parish area.

AFFILIATED REPORTERS, INC.

OFFICIAL COURT REPORTERS
226 CARONDELET STREET
NEW ORLEANS, LOUISIANA 70130

1 Under this plan, that new levee
2 in St. Charles Parish would also be
3 realigned to just north of Airline Highway
4 instead along the lakefront as originally
5 authorized.

6 The barrier plan, which we
7 commented on previously, is considered by
8 the National Marine Fisheries Service as
9 being much more detrimental to marine
10 fishery resources and their habitats than
11 the high level plan.

12 The barrier plan would have
13 destroyed twenty-eight acres of bay bottom,
14 twenty-three sixty-three acres of marsh,
15 and caused extensive adverse impact to the
16 estuarine dependent living marine resources
17 that utilize Lake Pontchartrain.

18 In addition, the barrier plan,
19 St. Charles Parish lakefront levee
20 alignment, by providing hurricane flood
21 protection to about forty square miles of
22 undeveloped wetlands north of Airline
23 Highway would have increased the
24 probability of future drainage and/or land
25 fill for subsequent development within

AFFILIATED REPORTERS, INC.

OFFICIAL COURT REPORTERS
226 CARONDELET STREET
NEW ORLEANS, LOUISIANA 70130

1 those wetlands.

2 While the high level plan would
3 be less damaging than the barrier plan, it
4 would still adversely impact about
5 fifty-four acres of saline brackish marsh
6 and nine hundred and eighty-four acres of
7 lake bottom.

8 Filling some of the open water in
9 Lake Pontchartrain and the adjacent marsh
10 would eliminate some nursery habitat and
11 contributions of detrituscent nutrient to
12 the marine food web.

13 Also, degradation through
14 deepening of several hundred acres of lake
15 bottom with the tentatively selected plan
16 is of great concern to us since that plan
17 calls for extensive deep dredging for
18 borrow material along the lakefront.

19 The predicted resulting anoxic
20 conditions of more than three hundred acres
21 of deep borrow area in the lake along with
22 subsequent accumulation of industrial and
23 residential effluent could further degrade
24 the previously shallow productive benthic
25 habitat.

AFFILIATED REPORTERS, INC.

OFFICIAL COURT REPORTERS
226 CARONDELET STREET
NEW ORLEANS, LOUISIANA 70130

1 Indicative of the Corps'
2 recognition of the value of this extensive
3 lake bottom, this existing lake bottom near
4 the shore is the fact that the Corps has
5 not permitted shell dredging within one
6 mile of the shore line.

7 Some of the above impacts from
8 the tentatively selected plan could be
9 further reduced by revising the proposed
10 construction.

11 For instance, the wetland loss
12 still anticipated in St. Charles Parish
13 could be further reduced by realigning the
14 levee now proposed to be parallel and
15 slightly north of Airline Highway to be
16 contiguous to that highway.

17 Also, alternative sources could
18 be used for needed fill material which
19 would reduce or eliminate a need for
20 dredging material from the lake. Some
21 suggested sources, levee material out of
22 the Bonnet Carre Spillway area, the fresh
23 water diversion canal adjacent to the north
24 side of Bonnet Carre Spillway proposed in
25 the tentatively selected plan for the

AFFILIATED REPORTERS, INC.

OFFICIAL COURT REPORTERS
226 CARONDELET STREET
NEW ORLEANS, LOUISIANA 70130

1 Mississippi and Louisiana estuarine areas
2 feasibility studies, the Mississippi River
3 bottom and upland flat land sites.

4 Obtaining the needed borrow
5 material without dredging the lake bottom
6 could greatly reduce adverse impact.
7 Reduction of the adverse impact would in
8 turn reduce the amount of offsetting
9 mitigation needed.

10 Mitigative projects such as St.
11 Bernard Parish marsh management plan for
12 the enhancement of those wetlands should be
13 implemented.

14 Another project to be considered
15 for mitigation to offset the adverse impact
16 to marine fishery resources would be
17 restoring to the greatest extent possible
18 marsh and water circulation where the
19 channel was dredged for the Gulf
20 Intracoastal Waterway to bypass the tidal
21 barrier that would have been constructed at
22 Chef Menteur Pass under the barrier plan.

23 Also, should the Corps finally
24 decide not to issue the permit requested
25 by New Orleans East, the Maxant Canal

AFFILIATED REPORTERS, INC.

OFFICIAL COURT REPORTERS
226 CARONDELET STREET
NEW ORLEANS, LOUISIANA 70130

1 alignment shown on plat six could be used
2 instead of the proposed east levee and
3 re-establishment of tidal exchange that
4 undeveloped thirteen thousand acres of
5 wetland habitat in the New Orleans East
6 area could then be considered as mitigation
7 to benefit estuarine fisheries in the high
8 level plan.

9 Maxant Canal alignment was
10 rejected by the Corps in favor of the
11 present alignment due in part to existing
12 levee and a request by New Orleans East to
13 develop ninety-eight hundred acres of those
14 wetlands.

15 Pending the final decision on the
16 New Orleans permit request, Maxant Canal
17 alignment should remain a viable
18 alternative in the high level plan.

19 In addition, since we've recently
20 been advised of accelerating marsh loss
21 from shore line erosion and salt water
22 intrusion in the St. Charles wetlands north
23 of Interstate Highway 10, we also recommend
24 consideration of mitigation measures to
25 reduce these impacts.

AFFILIATED REPORTERS, INC.

OFFICIAL COURT REPORTERS
226 CARONDELET STREET
NEW ORLEANS, LOUISIANA 70130

1 Such measures could involve
2 stabilizing the Lake Pontchartrain shore
3 line between St. Rose Canal and Bayou
4 LeBranch and plugging the canals draining
5 into the drainage canal on the
6 Jefferson-St. Charles Parishes boundary.

7 The major source of salt water
8 intrusion appears to have been from the
9 Mississippi River Gulf outlet by way of the
10 inner-harbor navigation canal.

11 It is stated -- or, excuse me.
12 The National Marine Fisheries Service feels
13 the selection of the high level plan would
14 be environmentally acceptable with regard
15 to marine fishery resources provided the
16 St. Charles reach is aligned contiguous to
17 Airline Highway, the lakefront level built
18 out of haul fill so that there would be
19 little or no dredging in Lake
20 Pontchartrain, and sufficient offsetting
21 mitigation is implemented concurrently with
22 project construction.

23 In view of the above, we concur
24 with tentative selection of the high level
25 plan rather than the barrier plan as the

AFFILIATED REPORTERS, INC.

OFFICIAL COURT REPORTERS
226 CARONDELET STREET
NEW ORLEANS, LOUISIANA 70130

1 less damaging construction alternative;
2 however, we recommend that detailed plans
3 be developed to mitigate remaining adverse
4 impacts that cannot be reduced through
5 alternate borrow sources and/or levee
6 alignments as suggested above.

7 The mitigative work should be
8 done simultaneously with project
9 construction of the high level plan. As
10 mitigation is an integral part of the plan,
11 the completed plans for the offsetting
12 mitigations should be presented in the
13 final main report which, I believe, you
14 indicated you would.

15 The National Marine Fisheries
16 Service would be pleased to coordinate with
17 the Corps in development of the plans for
18 mitigation.

19 Thank you for this opportunity to
20 review and comment on this proposed
21 project. Sincerely yours, and I signed for
22 Richard J. Hogeland, chief of environmental
23 assessment branch for southeast region,
24 National Marine Fisheries Service. Thank
25 you.

AFFILIATED REPORTERS, INC.

OFFICIAL COURT REPORTERS
226 CARONDELET STREET
NEW ORLEANS, LOUISIANA 70130

1 COLONEL LEE:

2 Thank you, Mr. Moore.

3 Next, I'd like to ask Robert
4 Strater from the U. S. Fish & Wildlife
5 Service to make his presentation.

6 MR. STRATER:

7 Colonel Lee, distinguished
8 guests, ladies and gentlemen, my name is
9 Robert Strater. I am presenting this
10 statement on behalf of James W. Pullium,
11 Jr., regional director, U. S. Fish &
12 Wildlife Service, Atlanta, Georgia.

13 My statement represents the views
14 of the Fish & Wildlife Service on the
15 tentatively selected plan to the Lake
16 Pontchartrain, Louisiana, vicinity
17 hurricane protection project.

18 Under the authority of the Fish &
19 Wildlife Coordination Act, the National
20 Environmental Policy Act, and other
21 legislation, the Fish & Wildlife Service
22 has been participating in the planning of
23 this project since the 1950's.

24 Lake Pontchartrain is part of a
25 highly productive estuarine (Inaudible) eco

AFFILIATED REPORTERS, INC.

OFFICIAL COURT REPORTERS
226 CARONDELET STREET
NEW ORLEANS, LOUISIANA 70130

1 system. It supports a wide range of fish
2 and wildlife species, some of which are
3 considered by the Fish & Wildlife Service
4 to be species of special emphasis on a
5 national and regional basis.

6 These include the bald eagle,
7 several species of migratory waterfowl,
8 American woodcock, mourning dove, American
9 alligator and numerous others.

10 The fishery resources of Lake
11 Pontchartrain are extremely important from
12 a commercial and recreational standpoint.
13 Estuarine dependent shrimp, crabs and fin
14 fishes utilize the low to moderate salinity
15 waters of Lake Pontchartrain as nursery
16 areas and move to more saline waters as
17 they mature.

18 In our February 22nd, 1975,
19 public hearing statement, the Fish &
20 Wildlife Service indicated its concerns
21 regarding the potential effects of the then
22 proposed tidal barriers at Chef Menteur and
23 Rigolets Passes on Lake Pontchartrain
24 salinities and the movement of fish and
25 shellfish through these passes.

AFFILIATED REPORTERS, INC.

OFFICIAL COURT REPORTERS
226 CARONDELET STREET
NEW ORLEANS, LOUISIANA 70130

1 Since that time, the impacts of
2 the high level plan and barrier plan have
3 been analyzed and compared. The results of
4 this analysis reported in our draft Fish &
5 Wildlife Coordination Act Report indicate
6 the completion of the high level plan would
7 be far less damaging to fish and wildlife
8 resources than the completion of the
9 barrier plan; therefore, the Fish &
10 Wildlife Service concurs with the Corps of
11 Engineers' selection of the high level plan
12 rather than the barrier plan as the
13 tentatively selected plan.

14 In our January 28th, 1983
15 preliminary draft Fish & Wildlife
16 Coordination Act Report, and in our October
17 13th, 1983 draft Fish & Wildlife
18 Coordination Act Report, the Service made
19 the following recommendations to reduce
20 impacts on fish and wildlife resources:
21 One, eliminate the St. Charles Parish
22 alignment, or if this levee segment is
23 built, operate the proposed water control
24 structures to assure water circulation and
25 estuarine organism movement through the

AFFILIATED REPORTERS, INC.

OFFICIAL COURT REPORTERS
226 CARONDELET STREET
NEW ORLEANS, LOUISIANA 70130

1 levee.

2 Two, purchase non-development and
3 flowage easements over the nine thousand
4 seven hundred acre wetland area in New
5 Orleans East and modify the water control
6 structures along the south point to Gulf
7 Intracoastal Waterway levee segment to
8 allow water and estuarine organism movement
9 through the levee between the enclosed
10 wetland area and the adjacent estuary.

11 Three, eliminate or reduce
12 impacts associated with the proposed borrow
13 holes in Lake Pontchartrain adjacent to the
14 Jefferson Parish lakefront levee by either
15 hauling levee material in from another area
16 or developing a dredge method that will
17 alleviate water quality or biological
18 productivity problems caused by these
19 holes.

20 Fourth, develop a mitigation plan
21 that will fully compensate for all
22 quantifiable project impacts to biological
23 productivity resulting from past and future
24 project work and that will be implemented
25 simultaneously with construction of all

AFFILIATED REPORTERS, INC.

OFFICIAL COURT REPORTERS
226 CARONDELET STREET
NEW ORLEANS, LOUISIANA 70130

1 project features.

2 Incorporation of a mitigation
3 plan into the main report and supplement to
4 the environmental impact statement is
5 necessary if timely compensation of damages
6 to fish and wildlife resources is to become
7 an integral part of project funding and
8 construction. The addition of a mitigation
9 plan to these reports prior to their being
10 forwarded to Washington for approval and
11 funding will ensure full compliance with
12 the Fish & Wildlife Coordination Act and
13 the National Environmental Policy Act.

14 In the St. Charles Parish portion
15 of the project area, the Service considers
16 a levee with gated water control structures
17 that follows an alignment immediately
18 adjacent to Airline Highway rather than
19 five hundred to a thousand feet north of
20 the highway to be the least damaging viable
21 alternative.

22 We voiced our support for such an
23 alternative alignment during a recent
24 meeting attended by members of your staff.

25 The Services recognizes that

AFFILIATED REPORTERS, INC.

OFFICIAL COURT REPORTERS
226 CARONDELET STREET
NEW ORLEANS, LOUISIANA 70130

1 project modifications to date have
2 significantly reduced project impacts to
3 fish and wildlife resources. We stand
4 ready to assist the Corps' engineers in
5 refinement of measures to further mitigate
6 these impacts. Thank you.

7 COLONEL LEE:

8 Thank you, sir.

9 Next, I'd like to ask Mr. William
10 Slayton, Orleans Levee Board, to make his
11 presentation or comments.

12 MR. SLAYTON:

13 Colonel Lee, ladies and
14 gentlemen, I have a very brief statement
15 that I would like to make.

16 The records will reflect that the
17 Orleans Levee Board and its agreement -- is
18 in agreement with the concept for the high
19 level protection in lieu of the barrier
20 concept.

21 We have also assured you that the
22 Orleans Levee Board will do everything in
23 its power to provide adequate supplements
24 to the current assurances as may be
25 required.

AFFILIATED REPORTERS, INC.

OFFICIAL COURT REPORTERS
226 CARONDELET STREET
NEW ORLEANS, LOUISIANA 70130

1 Because of the protracted delay
2 in construction which was occasioned by the
3 1977 environmental lawsuit, the Orleans
4 Levee Board embarked on an interim
5 protection plan in 1979 and has completed
6 the raising of all levees along the
7 lakefront to an interim grade of plus
8 sixteen feet mean sea level.

9 Realizing that there are several
10 gaps still remaining, the Orleans Levee
11 Board proposed and successfully extended an
12 existing flood protection millage for an
13 additional thirty years.

14 And, by the way, that passed
15 overwhelmingly, so I believe that shows
16 that the people in Orleans Parish are
17 serious about flood protection.

18 We have awarded consultant
19 engineering contracts for the design of
20 interim protection at these locations and
21 will coordinate these projects with your
22 District in an effort to incorporate as
23 much of the interim construction in the
24 final plan as possible. It is our hope at
25 this time to accomplish this work within

AFFILIATED REPORTERS, INC.

OFFICIAL COURT REPORTERS
226 CARONDELET STREET
NEW ORLEANS, LOUISIANA 70130

1 three to four years.

2 The delay of final construction
3 since 1977 has been most unfortunate. We
4 have been very lucky that no major
5 hurricane has hit the metropolitan area
6 during that time. The process in which you
7 were required to file it to satisfy the
8 court's requirements has been very time
9 consuming and frustrating to this Board.

10 You are, therefore, urged to take
11 all necessary steps to expedite the
12 implementation of the high level plan.
13 Please be assured that we will do
14 everything in our power to provide you with
15 the necessary additional assurances. Thank
16 you very much.

17 COLONEL LEE:

18 Thank you, sir.

19 Next, I'd like to call on Mr.
20 Gerald Dyson from the Pontchartrain Levee
21 District.

22 MR. DYSON:

23 Thank you. Mr. Cefeci, Colonel
24 Lee and staff, it is certainly a pleasure
25 for me to be here. I'm Gerald R. Dyson

AFFILIATED REPORTERS, INC.

OFFICIAL COURT REPORTERS
226 CARONDELET STREET
NEW ORLEANS, LOUISIANA 70130

1 representing the Pontchartrain Levee
2 District Board of Commissioners where I
3 serve that levee district as the executive
4 assisant.

5 I have with me one of the
6 attorneys with the levee district tonight,
7 Mr. Donald Seaseth. He's back here in the
8 audience. I'm delighted to have him.

9 The commissioners express their
10 regret on not being able to be here
11 tonight.

12 This statement that I've just
13 handed to you is directed to the area that
14 is currently under the jurisdiction of the
15 Pontchartrain Levee District and does not
16 include Jefferson Parish. When these
17 original project assurances were granted by
18 the Levee District, it did include
19 Jefferson. So, tonight we are excluding
20 Jefferson Parish. That will be addressed
21 by the Jefferson Levee District.

22 I wish to summarize the statement
23 and bring out only a couple of points,
24 recognizing that there is probably a large
25 number of people that wish to speak

AFFILIATED REPORTERS, INC.

OFFICIAL COURT REPORTERS
226 CARONDELET STREET
NEW ORLEANS, LOUISIANA 70130

1 tonight. I will be very brief and request
2 full consideration of every item contained
3 in the written statement.

4 The board of commissioners for
5 the Pontchartrain Levee District wishes to
6 go on record in support of the most
7 effective hurricane protection project
8 available and recommends construction
9 completion as soon as possible.

10 At the same time, there are deep
11 abiding concerns that the recommended high
12 level plan does not go far enough. The
13 unprotected part of St. Charles and
14 St. John Parishes, which is in the levee
15 district, and part those -- part of those
16 areas, the parts of those parishes adjacent
17 to Lake Pontchartrain and to some lesser
18 degree the immediate tributary areas
19 thereto, all of this will be adversely
20 affected by higher hurricane peak lake
21 stages of longer durations, probably,
22 resulting from protection works around the
23 lake causing concentrated overflows in the
24 Pontchartrain -- in the unprotected areas.

25 Nevertheless, the Pontchartrain

AFFILIATED REPORTERS, INC.

OFFICIAL COURT REPORTERS
226 CARONDELET STREET
NEW ORLEANS, LOUISIANA 70130

1 Levee District wishes to move forward
2 because we realize that the lakefront
3 former location will probably never be
4 built; therefore, project revisions become
5 imperative if hurricane protection is to be
6 a reality in the New Orleans

7

8

9 End Tape 1, Side 1
(Transcript continues on next page)

10

11

12

13

14

15

16

17

18

19

20

21

22

23

24

25

AFFILIATED REPORTERS, INC.

OFFICIAL COURT REPORTERS
226 CARONDELET STREET
NEW ORLEANS, LOUISIANA 70130

- 1
- 2
- 3
- 4
- 5
- 6
- 7
- 8
- 9
- 10
- 11
- 12
- 13
- 14
- 15
- 16
- 17
- 18
- 19
- 20
- 21
- 22
- 23
- 24
- 25

AFFILIATED REPORTERS, INC.
OFFICIAL COURT REPORTERS
226 CARONDELET STREET
NEW ORLEANS, LOUISIANA 70130

1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
17
18
19
20
21
22
23
24
25

(BEGIN TAPE 2, SIDE 1)

-- area and in the Pontchartrain Levee District.

And, Colonel Lee, this statement is built around the overriding recommendation that the board of commissioners for the Pontchartrain Levee District recommends that the Lake Pontchartrain hurricane protection project be revised from the barrier plan to the high level plan with the north of Airline Highway alignment in St. Charles Parish.

We will be glad to cooperate with you and your office and your district to the fullest extent.

Any questions?

COLONEL LEE:

Thank you.

MR. DYSON:

Do you have any questions?

COLONEL LEE:

I'd just like to add for the general public information that we do

AFFILIATED REPORTERS, INC.

OFFICIAL COURT REPORTERS
226 CARONDELET STREET
NEW ORLEANS, LOUISIANA 70130

1 have funding for a study for hurricane
2 protection for the western areas of Lake
3 Pontchartrain, those areas that are not
4 protected by this plan, and work is
5 commencing on that at this time.

6 Next, I'd like to call on Mr.
7 Allen Ensminger, and if I pronounce it
8 wrong, please excuse me, from the Louisiana
9 Department of Wildlife & Fisheries.

10 MR. ENSMINGER:

11 Thank you. Colonel Lee, you did
12 a good job on Ensminger.

13 COLONEL LEE:

14 Thank you.

15 MR. ENSMINGER:

16 You can tell that you're not from
17 Louisiana. These French people have a very
18 hard time with that name.

19 I am here tonight representing
20 the Louisiana Department of Wildlife &
21 Fisheries. I am chief of the fur and
22 refuge division of our department. And,
23 the statement that I am presenting tonight
24 will be followed by an official much more
25 expanded statement with regard to the

AFFILIATED REPORTERS, INC.

OFFICIAL COURT REPORTERS
226 CARONDELET STREET
NEW ORLEANS, LOUISIANA 70130

1 entire area.

2 Our statement tonight is
3 basically addressed to that portion of the
4 plan that encompasses the wetlands in
5 St. Charles Parish.

6 In our statement on this matter
7 delivered at a public hearing on February
8 the 22nd, 1975, we discussed the levee
9 alignment in St. Charles Parish and advised
10 the U. S. Corps of Engineers that we were
11 in agreement with the U. S. Highway 61
12 alignment.

13 This advocacy was based upon
14 several considerations that we thought
15 paramount at that time. Those
16 considerations have basically remained the
17 same, however, conditions have changed in
18 that area that now make us consider
19 additional situations that have occurred.

20 Our approach to the impact
21 analysis at that time was from an
22 aquatic-eco system perspective; that is,
23 the effect of the lake and its
24 productivity.

25 The problems which have since

AFFILIATED REPORTERS, INC.

OFFICIAL COURT REPORTERS
226 CARONDELET STREET
NEW ORLEANS, LOUISIANA 70130

1 come to light affecting the terrestrial
2 system in the area such as salt water
3 intrusion and subsidence was either
4 overlooked at that time or was not
5 completely understood and the significance
6 of it was not manifested to the extent it
7 is today.

8 We now find ourselves in a
9 position of necessarily assessing potential
10 impacts from both the aquatic and
11 terrestrial perspective.

12 This degradation in these marshes
13 in there are particularly noticeable with
14 regard to the degradation of winter habitat
15 for migratory water fowl.

16 The introduction of the alligator
17 flea beetle into the United States by the
18 Corps of Engineers has also had a very
19 drastic impact on these marshes.

20 The removal of the alligator
21 grass in this area has permitted a much
22 more rapid interchange of water between the
23 marshes and the swamp areas of this area
24 and we feel has increased the significance
25 of salt water intrusion.

AFFILIATED REPORTERS, INC.

OFFICIAL COURT REPORTERS
226 CARONDELET STREET
NEW ORLEANS, LOUISIANA 70130

The Illinois Gulf Central

1
2 Railroad embankment has played a key role
3 in the retarding of the degradation of
4 these marshes out there and this is clearly
5 manifested by the increase in the salt
6 water tolerant plant communities that have
7 established themselves on the Airline
8 Highway side of the railroad. This has
9 certainly been a clear manifestation of
10 salt water intrusion in the area.

11 The alarming edaphic changes that
12 has occurred in the Cypress Swamp area, to
13 the eastern part of this area, is also of
14 deep concern to our department. This is
15 the area where the southern bald eagle nest
16 is located. And, each spring, we are
17 seeing a fewer and fewer number of those
18 cypress trees that fail to sprout out and
19 leaf out in the springtime.

20 The encroachment of the lake into
21 the St. Charles Parish wetlands must be
22 retarded or at least held in a status quo
23 position. Now, that means that aquatic
24 organisms must be permitted to move in and
25 out of the area and to continue its

AFFILIATED REPORTERS, INC.

OFFICIAL COURT REPORTERS
226 CARONDELET STREET
NEW ORLEANS, LOUISIANA 70130

1 importance as a part of the Lake
2 Pontchartrain estuarine system; however, we
3 feel that shore line erosion cannot be
4 tolerated and the degradation of those
5 marshes out there should be abated at
6 whatever method possible.

7 The only balance that -- that we
8 feel can be accomplished here is through
9 the construction and restoration of the
10 shore line of Lake Pontchartrain from the
11 Bonnet Carre Spillway to the Jefferson
12 Parish boundary line.

13 It is essential that some work be
14 accomplished along this part of the lake,
15 we feel, in conjunction with the
16 construction of the levee system in
17 St. Charles Parish.

18 St. Charles Parish has a plan, a
19 portion of which has already been
20 implemented, which should be of benefit to
21 this wetland project.

22 We ask that the Corps, as part of
23 the mitigation package for this project,
24 assist the Parish of St. Charles and the
25 State of Louisiana in implementing that

AFFILIATED REPORTERS, INC.

OFFICIAL COURT REPORTERS
226 CARONDELET STREET
NEW ORLEANS, LOUISIANA 70130

1 project. These are projects that will be,
2 hopefully, funded out of some of the
3 coastal impact funds available to wetland
4 restoration in Louisiana.

5 Unless some action is taken to
6 maintain these wetlands and their
7 ecological significance to Lake
8 Pontchartrain, St. Charles, Jefferson and
9 Orleans Parish, the Department of Wildlife
10 & Fisheries cannot fully support the U. S.
11 Highway 61 alignment despite the stand that
12 we took several years ago.

13 And, as I've mentioned before,
14 our department will submit a complete
15 statement with Mr. Angiel's signature for
16 the record. Thank you.

17 COLONEL LEE:

18 Thank you, sir.

19 And I do think that the
20 protection of the St. Charles marshes is an
21 excellent opportunity for mitigation in
22 this project.

23 Next, I'd like to call on Oliver
24 Haulk.

25 MR. HAULK:

AFFILIATED REPORTERS, INC.

OFFICIAL COURT REPORTERS
226 CARONDELET STREET
NEW ORLEANS, LOUISIANA 70130

1 Thank you. Colonel, ladies and
2 gentlemen, as you know, the first cut at
3 this project by the Corps of Engineers did
4 not receive a very high grade. And the
5 question tonight is how much better a job
6 have you done.

7 It's a terribly important
8 question for New Orleans, because we're
9 dealing with a project of enormous local
10 and regional significance.

11 This is the project that makes a
12 castle of New Orleans, that sets up the
13 rings in the outer perimeter. And what you
14 wall in and what you wall out will
15 determine where New Orleans grows, and will
16 also determine what's out there to live in
17 and live with; the quality of the life of
18 this area, its natural life including the
19 most important natural water body in the
20 American south, Lake Pontchartrain.

21 The beauty part of this, as they
22 say in Louisiana, as I'm learning, is that
23 this is a Corps project. That means that
24 you're not dictated and held to the whims
25 of a private applicant, what he owns,

AFFILIATED REPORTERS, INC.

OFFICIAL COURT REPORTERS
226 CARONDELET STREET
NEW ORLEANS, LOUISIANA 70130

1 what he wants to do. This is your project.
2 And that gives you the latitude to do the
3 best possible job you can, not only for
4 hurricane protection for New Orleans but
5 for the life quality of this part of the
6 country.

7 And with that in mind, what is
8 the purpose of this project? Well, the
9 purpose is to provide flood protection for
10 the City of New Orleans; not the
11 undeveloped wetlands of New Orleans East,
12 not the undeveloped wetlands of St. Charles
13 Parish.

14 The Corps game at one time
15 traditionally was to levee it off and open
16 it up for development, but that game has
17 changed by law, by regulations, by
18 executive orders and by your own recent
19 practice. And in that light, this project
20 is something of a throw back.

21 And in light of what you can do
22 with this project, it's something of a
23 disappointment.

24 Item "A", the New Orleans East
25 alignment. To take the position, as

AFFILIATED REPORTERS, INC.

OFFICIAL COURT REPORTERS
226 CARONDELET STREET
NEW ORLEANS, LOUISIANA 70130

1 you did in your presentation, that this
2 project does not induce development in the
3 wetlands, I doubt there are two people in
4 this audience who believe that. I doubt
5 there's one developer who believes it. And
6 I'm sure there's no one in the Federal
7 Emergency Management Agency, F.E.M.A, which
8 manages the flood insurance administra-
9 tion's program, that would believe it or
10 that would issue a policy out there now.
11 But they will issue policies out there once
12 the levee is in place. That's the
13 inducement.

14 To claim that this project will
15 not bring people out there, or to blame it
16 on the people who come, is a little like
17 blaming the effects of MISSRIGUL, the
18 Mississippi River Gulf outlets, on the Gulf
19 of Mexico for coming in. Once you've done
20 it, they're coming. It's your
21 responsibility.

22 To take the position that these
23 wetlands are already cut off and isolated
24 and, therefore, not your responsibility for
25 cutting them off further is belied by

AFFILIATED REPORTERS, INC.

OFFICIAL COURT REPORTERS
226 CARONDELET STREET
NEW ORLEANS, LOUISIANA 70130

1 your own statement, because your statement
2 acknowledges that the existing levees out
3 there are going to erode. And when the big
4 storm that this project is designed to
5 prevent comes, that storm will take a big
6 chunk of those levees with them. And,
7 then, those wetlands will be free with
8 their interchange with the Lake
9 Pontchartrain as they always were.

10 To rely on Section 404 to prevent
11 development out there is to lie on a very
12 slender reed. And, in fact, a reed so
13 slender that in developing your Atchafalaya
14 project, the rationale for the project and
15 its acquisition was that 404 couldn't do
16 the job and keep development out.

17 How in the world is 404 going to
18 keep development out of New Orleans East?
19 There's no way.

20 To turn it around then and to
21 blame developers for coming into an area
22 that you protect it with a high level levee
23 is something like blaming junkies for using
24 narcotics that somebody's brought into the
25 country. You're bringing it in and it's

AFFILIATED REPORTERS, INC.

OFFICIAL COURT REPORTERS
226 CARONDELET STREET
NEW ORLEANS, LOUISIANA 70130

1 your responsibility.

2 Now, as for the reason for not
3 taking the Maxant Canal alignment which
4 would protect New Orleans East, the seventy
5 million dollar differential, we've heard
6 tonight to our astonishment that apparently
7 you are still building; you are now
8 building the high level plan around New
9 Orleans East. So, that differential is
10 increasing. Is that correct?

11 COLONEL LEE:

12 No --

13 MR. HAULK:

14 If it's not correct --

15 COLONEL LEE:

16 No.

17 MR. HAULK:

18 -- that's good news.

19 COLONEL LEE:

20 The barrier -- the barrier level
21 levees are being built around New Orleans
22 East at the present time.

23 MR. HAULK:

24 If that is the case, then are we
25 evaluating the desirability of doing

AFFILIATED REPORTERS, INC.

OFFICIAL COURT REPORTERS
226 CARONDELET STREET
NEW ORLEANS, LOUISIANA 70130

1 something that you are doing now?

2 COLONEL LEE:

3 No. There's a difference. The
4 barrier level levees are --

5 MR. HAULK:

6 Are to be --

7 COLONEL LEE:

8 -- authorized to be built --

9 MR. HAULK:

10 Great.

11 COLONEL LEE:

12 -- and are being built and are
13 nearly up to grade in the lakefront areas
14 of New Orleans East.

15 MR. HAULK:

16 If that is the --

17 COLONEL LEE:

18 The high level levees are just a
19 couple of feet higher.

20 MR. HAULK:

21 If that is the case, then the
22 responsibility for the existing cutoff
23 continues even more to be a Corps
24 responsibility, if in fact you're operating
25 on them now.

AFFILIATED REPORTERS, INC.

OFFICIAL COURT REPORTERS
226 CARONDELET STREET
NEW ORLEANS, LOUISIANA 70130

1 So much for New Orleans East.

2 As for Jefferson Parish, quickly,
3 the fact that you're getting dredge from
4 the lake as opposed to getting your fill
5 elsewhere from an upland area seems to me,
6 and it's got to seem to your lawyers, to be
7 a rather flat contradiction of the 404-B-1
8 guidelines of the E.P.A.

9 But, it's the St. Charles
10 wetlands that are the other major concern.
11 And in those wetlands, the Corps seems to
12 be taking the position that having brought
13 back its alignment to Airline Highway,
14 you've eliminated enough of the impacts so
15 that taking a few more wetlands on the
16 river side of the highway doesn't make any
17 difference.

18 There is enough wetlands acreage
19 in there to make a great difference, and I
20 suggest that you examine that opportunity
21 while it still remains available to you.

22 You're not building levees out
23 there now, as I understand, and that option
24 still remains open to you.

25 The fact that Airline Highway

AFFILIATED REPORTERS, INC.

OFFICIAL COURT REPORTERS
226 CARONDELET STREET
NEW ORLEANS, LOUISIANA 70130

1 reduces flow into that area by no means
2 means that people aren't going to move into
3 that area. And that's the effect that your
4 levee is going to have.

5 But, I must say that the surprise
6 of the night was to hear the Louisiana
7 Department of Wildlife & Fisheries speak to
8 the desirability of leveeing off the St.
9 Charles wetlands as the very plan that you
10 have abandoned because of its disastrous
11 environmental impacts.

12 I can't speak to the source of
13 that, so I don't know all the rationales
14 behind the proposal, of this department,
15 but I would call to your attention -- bring
16 to the attention of your record, and I will
17 introduce into the record, a letter from
18 one of the major landowners in the St.
19 Charles wetlands, Bill Monteleone, dated
20 March 1st to Mr. Allen Ensminger of the
21 Louisiana State Wildlife & Fisheries, which
22 concludes: With these facts before me and
23 the deteriorating duck hunting, I have made
24 a very unhappy decision. I personally feel
25 that if the levee is to be placed along

AFFILIATED REPORTERS, INC.

OFFICIAL COURT REPORTERS
226 CARONDELET STREET
NEW ORLEANS, LOUISIANA 70130

1 the Airline, it is incumbent upon me to
2 recommend to the other owners of land
3 syndicate that we should sell our land to
4 the State and allow it to become a State
5 refuge and, of course, make the marsh
6 available to the general public. This
7 resort is very distasteful to me because I,
8 as well as all of you, have enjoyed the
9 privacy of our marsh. Close quote.

10 Whether the department's position
11 is being taken because of the privacy of
12 its marsh or because of opposition to its
13 public values acknowledged by the author of
14 this letter, it's a question I hope the
15 department can address in its formal
16 comments to you.

17 In conclusion, I'd just like to
18 point out again that the overall stakes
19 here are terribly high. You have an
20 enormous water resource in the largest
21 metropolitan area of Louisiana, and you are
22 spending twenty-five million dollars to
23 reintroduce fresh water into this lake
24 north of here. You will spend almost an
25 equal amount in another proposed

AFFILIATED REPORTERS, INC.

OFFICIAL COURT REPORTERS
226 CARONDELET STREET
NEW ORLEANS, LOUISIANA 70130

1 reintroduction to the Lake
2 Maurepas-Pontchartrain system.

3 To pump iron up in that arm and
4 then to cut off New Orleans is a
5 schizophrenic way to approach the
6 restoration and long term maintenance of
7 this resource. I think you can do it
8 better. I think you can do it all and urge
9 you to do it. Thank you.

10 COLONEL LEE:

11 Thank you, Oliver.

12 Gasper, did you have a question?

13 MR. CEFECI:

14 Unless Mr. Ensminger wants to
15 address it himself.

16 COLONEL LEE:

17 Is Mr. Ensminger still here?

18 MR. ENSMINGER:

19 Yes.

20 COLONEL LEE:

21 Did Mr. Haulk have you properly
22 represented there?

23 MR. ENSMINGER:

24 No comment.

25 COLONEL LEE:

AFFILIATED REPORTERS, INC.

OFFICIAL COURT REPORTERS
226 CARONDELET STREET
NEW ORLEANS, LOUISIANA 70130

1 Okay. Thank you.

2 Next, I'd like to call on Moses
3 Atalya, and I'm sure I got that wrong, and
4 I apologize, sir.

5 MR. ATALYA:

6 I would like to withdraw any
7 statement. I've heard my position
8 discussed --

9 COLONEL LEE:

10 Okay.

11 MR. ATALYA:

12 -- and there's no need to repeat
13 it. Thank you very much.

14 COLONEL LEE:

15 Thank you, sir.

16 Albert Poche, Manchac Fishermen's
17 Association.

18 MR. PLAUCHE:

19 Colonel Lee, your staff. I'm
20 Albert Plauche, the president of the
21 Manchac Fishermen's Association.

22 Our organization geographically
23 is located in between lakes Maurepas and
24 Pontchartrain.

25 The Manchac Fishermen's

AFFILIATED REPORTERS, INC.

OFFICIAL COURT REPORTERS
226 CARONDELET STREET
NEW ORLEANS, LOUISIANA 70130

1 Association is a coalition of sport and
2 commercial fishermen with an interest and
3 concern in the maintenance and preservation
4 of clean and productive waters in the Lake
5 Maurepas, Pass Manchac and Lake
6 Pontchartrain area.

7 This is another example of the
8 Corps of Engineers' lack of investigation
9 into the full impact of a problem in our
10 state.

11 The reknown biologists,
12 Dr. Darnell of Texas A&M and Dr. Walter
13 Socura of L.S.U. Center for Wetland
14 Resources, have unequivocally stated that
15 Lake Pontchartrain is on the verge of
16 collapse and extinction as a viable eco
17 system.

18 Does the Corps of Engineers make
19 decisions on scientific study or political
20 pressure?

21 I am -- I am a layman, but even I
22 can understand that digging a hole in the
23 middle of Lake Pontchartrain is not the
24 answer to hurricane protection. Before
25 adding to the demise of our lake,

AFFILIATED REPORTERS, INC.

OFFICIAL COURT REPORTERS
226 CARONDELET STREET
NEW ORLEANS, LOUISIANA 70130

1 material should be taken from alternate
2 sources.

3 In Lake Pontchartrain, continuous
4 dredging over the past fifty years has
5 virtually eliminated large live clams from
6 the open waters of the lake. The living
7 clams are a major source of nutrition for
8 many of the aquatic inhabitants of the lake
9 such as the catfish, blue crab, croakers
10 and white shrimp.

11 We are not opposed to hurricane
12 protection, however, the members of the
13 Manchac Fishermen's Association
14 overwhelmingly agree that any further
15 destruction of the water bottoms in Lake
16 Pontchartrain will only exacerbate an
17 already critical situation and, therefore,
18 we're opposed to dredging in Lake
19 Pontchartrain in any form. Thank you.

20 COLONEL LEE:

21 Thank you, sir. Appreciate it.

22 David Atchinson from the Sierra
23 Club.

24 (INAUDIBLE)

25 COLONEL LEE:

AFFILIATED REPORTERS, INC.

OFFICIAL COURT REPORTERS
226 CARONDELET STREET
NEW ORLEANS, LOUISIANA 70130

1 Thank you.

2 Frances Saltzman.

3 MS. SALTZMAN:

4 I'm Frances Saltzman and I live
5 at 7212 Spring Lake, which is in the New
6 Orleans East area.

7 As a concerned housewife and
8 mother of two, I would like to express my
9 concerns regarding hurricane protection for
10 my family and that of -- and that of my
11 friends and neighbors.

12 We have waited since 1965 for our
13 congressional authorized protection. The
14 Corps of Engineers and the levee boards
15 have done a great deal of work and we are
16 much better protected than we were when
17 Betsy struck.

18 My family was one that left our
19 home in Don Villa to go to a relative's
20 home in the Ninth Ward and later had to be
21 evacuated because of rising water on Alva
22 Street. I returned to find my neighborhood
23 flooded. We waded back in. And, so, I
24 know of what I speak.

25 We appreciate the support of

AFFILIATED REPORTERS, INC.

OFFICIAL COURT REPORTERS
226 CARONDELET STREET
NEW ORLEANS, LOUISIANA 70130

1 our congressional representatives, the
2 dedicated workers of the Corps, the levee
3 board and the local government.

4 We did not appreciate the actions
5 of a few special interest groups who oppose
6 the early completion of our flood control.
7 They have used -- they have used the courts
8 to delay the protection of life and
9 property for their own selfish interest or
10 pet hobbies. These same people will
11 probably complain or oppose the proposed
12 high levee plan, again for their own
13 special selfish interest.

14 I sincerely hope the Corps of
15 Engineers will put lives and property
16 before the minor -- the minor environmental
17 damage that might, just might be done in
18 constructing higher levees. Let's get on
19 with the higher levees protection.

20 Most of the speakers have made
21 much of wetlands' losses, habitat losses
22 and other fishery losses, but hardly a word
23 on people losses or personal property
24 losses or the loss of a home. Such
25 compassion for human suffering is

AFFILIATED REPORTERS, INC.

OFFICIAL COURT REPORTERS
226 CARONDELET STREET
NEW ORLEANS, LOUISIANA 70130

1 unbelievable. Let's get on with people
2 protection. Thank you.

3 COLONEL LEE:

4 Thank you.

5 Harold Schaufler, Save Our Coast,
6 Sierra Club.

7 MR. SCHAUFLE:

8 Colonel Lee. As president of the
9 Save Our Coast and speaking for myself in
10 that capacity and for the board of
11 directors of that organization as well as
12 wetlands chairman of the Sierra Club for
13 the Delta Chapter, our group has a strong
14 interest in this hurricane protection
15 project and we generally favor the overall
16 high level plan as outlined in the December
17 1983 draft; however, we do have several
18 concerns. They are the following.

19 The plan includes the building of
20 a massive borrow pit in Lake Pontchartrain
21 nine miles long, fifty to sixty feet deep,
22 and five hundred feet wide. We are
23 completely opposed to this pit as it would
24 completely destroy close to six hundred
25 acres of the lake bottom. This is well

AFFILIATED REPORTERS, INC.

OFFICIAL COURT REPORTERS
226 CARONDELET STREET
NEW ORLEANS, LOUISIANA 70130

1 documented by your draft, page "C" six
2 twenty-five and the U. S. Fish & Wildlife
3 portion of the draft, pages thirty-five and
4 thirty-six.

5 We would recommend a high land
6 source of borrow material for this portion
7 of the project.

8 We are concerned with the
9 cumulative impacts of other activities such
10 as shell dredging, other dredge activities
11 on the lake, urban runoff, sewerage inflow
12 and all other adverse impacts. We would
13 like to see this point addressed especially
14 as it relates to the borrow pit in the
15 lake.

16 The water quality is of extreme
17 importance if Lake Pontchartrain is ever to
18 recover. The sink holes portion of the
19 plan would seriously impact in a negative
20 way water quality in the area surrounding
21 the construction activity for a period of
22 at least three years.

23 Worse case conditions have not
24 been considered and should be thoroughly
25 investigated before this plan is

AFFILIATED REPORTERS, INC.

OFFICIAL COURT REPORTERS
226 CARONDELET STREET
NEW ORLEANS, LOUISIANA 70130

1 implemented. Purchase of ten thousand
2 acres of wetlands on the New Orleans East
3 area should be considered as the loss of
4 this area to development is almost certain
5 once levee protection is provided.

6 We would recommend that the levee
7 have gated openings so that water
8 circulation and estuarine organism movement
9 in the wetlands area will be maintained
10 during non-hurricane periods.

11 A specific mitigation plan that
12 compensates for all past and future damages
13 to wetlands, fish, wildlife and water
14 quality should be a part of any plan sent
15 to Washington.

16 We trust that in the Corps
17 infinite wisdom a resolution of these
18 concerns can be -- can be brought about.
19 Thank you, sir.

20 COLONEL LEE:

21 Thank you, sir.

22 And I'll just add, just in the
23 last two weeks, because of our concern with
24 the dredging in the lake that we've done
25 additional surveys and are gathering

1 data, some we just received tonight. So,
2 we are trying to address that. Thank
3 you.

4 MR. SCHAUFLEER:

5 Thank you very much.

6 COLONEL LEE:

7 Donald Pavy from Save Our Coast,
8 vice-president.

9 MR. PAVY:

10 Sir, my name is Dr. Donald Pavy.
11 I'm a physician in Iberia Parish. I'm
12 vice-president and a member of Save Our
13 Coast, which is an aggressive organization
14 to control coastal erosion.

15 We strongly favor a levee, as
16 president Harold Schaufler has said, but no
17 more dredging.

18 Save Our Coast is not, I repeat,
19 not a member of the Corps of Engineers fan
20 club. Save Our Coast is one of the groups
21 now suing the Corps of Engineers in the
22 Federal Court.

23 Does your commander in chief,
24 President Reagan, know the massive
25 destruction taken place in the Louisiana

1 coastal zone that has been permitted by the
2 U. S. Corps of Engineers through the
3 years?

4 Specifically, shell dredging in
5 Lake Pontchartrain, Lake Maurepas and the
6 central coast of Louisiana that is
7 destroying marine habitat and barrier reefs
8 for hurricane protection with great
9 economic loss to the State for years to
10 come; the New Orleans -- the New Orleans
11 ship channel that has caused massive loss
12 of wetlands and estuarine production; the
13 many engineering mistakes made in our
14 nearby Atchafalaya Basin. I say nearby
15 because we're from New Iberia and
16 Lafayette.

17 When the last shell is dredged
18 from Louisiana waters and the last drop of
19 oil is taken, our children will be forced
20 to look for their economic base to
21 forestry, agricultury -- agriculture and
22 our great fisheries. Will we be leaving
23 them an ace in the hole or will they be
24 dealt a joker?

25 Save Our Coast is a citizens

AFFILIATED REPORTERS, INC.

OFFICIAL COURT REPORTERS
226 CARONDELET STREET
NEW ORLEANS, LOUISIANA 70130

1 group, with no vested interest, concerned
2 about the erosion of our beautiful
3 Louisiana coastal zone. We are not
4 scientists, but interested enough to study
5 and learn what authoritative documents
6 teach us about that -- this problem.

7 Is it too much for America and
8 Louisiana to ask this of the U. S. Corps of
9 Engineers?

10 COLONEL LEE:

11 Thank you.

12 Francis Breaux.

13 (INAUDIBLE)

14 COLONEL LEE:

15 Thank you, sir.

16 I might add, at this time, in
17 case anybody is going to leave, that the
18 record closes on the 12th of May, so ensure
19 that your statements are in our hands
20 before the 12th, which is one month from
21 now.

22 Milton Duddenheffer, and I'm
23 sure I messed that up and I apologize,
24 Milton.

25 MR. DUDDENHEFFER:

AFFILIATED REPORTERS, INC.

OFFICIAL COURT REPORTERS
226 CARONDELET STREET
NEW ORLEANS, LOUISIANA 70130

1 My name is Milton Duddenheffer,
2 vice president, East Bank Commercial
3 Fishermen's.

4 I'd like to just say simply that
5 we've been opposed to the barrier plan when
6 it first started to be a project, maybe
7 five years ago, and the fact that any
8 structure crossing a body of water
9 between -- across the Rigolets and Chef
10 Pass would definitely obstruct the tidal
11 flow of the lake, and we kind of fear it's
12 a possibility of interferring with the life
13 of the lake. And, you know, we're kind of
14 looking at a bad problem for us.

15 Pollution in the lake is at a
16 pretty high level. And it's just the fact
17 that we have a problem of it could
18 eventually kill the lake if we try to fool
19 with the tidal flow at all.

20 As far as the -- as far as the --
21 the high level plan, it seems to where this
22 might not be such a bad plan. Seems there
23 really needs to be a hurricane protection
24 project.

25 And, as far as, like I said,

AFFILIATED REPORTERS, INC.

OFFICIAL COURT REPORTERS
226 CARONDELET STREET
NEW ORLEANS, LOUISIANA 70130

1 the level -- the level of the -- the
2 pollution in the lake, I just would like to
3 say that I really think possibly the high
4 level plan might be a better plan and we
5 definitely oppose the barrier plan. Thank
6 you.

7 COLONEL LEE:

8 We appreciate your speaking.
9 Thank you.

10 I'm going to step outside for
11 just a minute, but Mr. Cletus Wagerhoff, my
12 chief of planning, will carry on the
13 hearing.

14 MR. WAGERHOFF:

15 What's the first name? I'm
16 already in trouble. (Inaudible) Mr.
17 Ford.

18 Well, I'm already in trouble and
19 I haven't even said anything yet.

20 The last name is Ford. You'll
21 forgive me if I can't recognize the first
22 name on the card.

23 Miss Ford. Thank you. Please
24 come forward.

25 I'm sorry. Thank you. I

AFFILIATED REPORTERS, INC.

OFFICIAL COURT REPORTERS
226 CARONDELET STREET
NEW ORLEANS, LOUISIANA 70130

1 couldn't even quite make the words out.

2 MS. FORD:

3 My name is Moira Ford.

4 My major concern is the
5 development of the optimum mitigation plan
6 for the project.

7 The hearing announcement detailed
8 close coordination with the appropriate
9 agencies and citizen groups, but more
10 importantly it seems to indicate that a
11 plan will be developed in compliance with
12 the emerging common law doctrine under the
13 Fish & Wildlife Coordination Act.

14 Mitigation plans are required to
15 be developed, authorized and implemented
16 concurrently with other aspects of Federal
17 project plans. The hearing announcement
18 mentions that mitigation by avoidance is
19 incorporated into the high level plan by
20 its selection over the barrier plan.

21 I feel that the tentative
22 selection of the high level plan represents
23 a commendable decision on the part of the
24 Corps and this hearing is obviously being
25 held to air alternatives under the high

AFFILIATED REPORTERS, INC.

OFFICIAL COURT REPORTERS
226 CARONDELET STREET
NEW ORLEANS, LOUISIANA 70130

1 level plan's scope; however, the mitigation
2 that's required by law is for project
3 induced impacts to fish and wildlife, and
4 this must be assessed within the confines
5 of the high level plan.

6 The duty to mitigate is not
7 cancelled out or reduced by per se
8 rejection of the barrier plan.

9 As a general policy, the concept
10 of a mitigation by avoidance could be very
11 vulnerable to abuse. A sham project with
12 extreme environmental consequences could be
13 proposed and then mitigated through
14 avoidance down to what perhaps was the
15 initial agency objective in the beginning.

16 And this is obviously not the
17 case with the hurricane protection project,
18 but I'm just saying that as a general
19 policy, mitigation by avoidance and through
20 avoidance could be subject to abuse.

21 The major problem I have with the
22 project is its failure to demonstrate
23 compliance with the two executive orders;
24 the flood plain management and the wetlands
25 protection order.

AFFILIATED REPORTERS, INC.

OFFICIAL COURT REPORTERS
226 CARONDELET STREET
NEW ORLEANS, LOUISIANA 70130

1 These orders in strong language
2 direct Federal agencies to avoid inducing
3 development in flood plains and wetlands
4 either through -- either directly or
5 indirectly unless there's no practicable
6 alternative.

7 Section two, part two, of the
8 flood plain management executive order
9 states the only practicable alternative in
10 locating an action in a flood plain, under
11 these circumstances, all practical measures
12 to minimize harm, must be taken.

13 Throughout the draft main report,
14 the Maxant Canal alignment is referred to
15 as a reasonable alternative, and the fact
16 that it's more costly, I don't think is the
17 threshold inquiry.

18 The inquiry under the Corps
19 policy and under law is, does a practical
20 alternative exist. And the draft main
21 report answers this affirmatively.

22 The Corps' own policy statement
23 regarding these orders states that the key
24 requirement is determining whether a
25 practical alternative exists.

1 Page seventy-five of the draft
2 main report admits that there is potential
3 for development by enclosing these wetlands
4 at S.P.H. level of protection and it
5 rationalizes that the existing option is a
6 more flexible alternative in that it
7 protects but does not preclude development
8 of the wetlands.

9 And, this to me, just contravenes
10 the spirit of the Federal law, the policy
11 and the Louisiana coastal resource program
12 guidelines. Protection of wetlands means
13 preclusion of development.

14 The report states that we'd be
15 regulated under the permanent authority of
16 404, and that's -- the problems with that
17 type of rationale have already been
18 stated.

19 The public needs more information
20 on the actual cost that composes eighty
21 million dollar figure. Without this
22 information, no one can truly assess the
23 options in terms of the construction
24 methods.

25 And I also was wondering, why

AFFILIATED REPORTERS, INC.

OFFICIAL COURT REPORTERS
226 CARONDELET STREET
NEW ORLEANS, LOUISIANA 70130

1 is there no consideration of a Maxant Canal
2 levee that shoots straight to the north
3 instead of that sharp veer to the west and
4 then north? It seems that this would be
5 significantly shorter and thus less
6 costly.

7 The Maxant Canal alignment, in
8 summation, should be authorized in some
9 form in conjunction with the modification
10 of the existing water control structures
11 that have been mentioned. I just feel that
12 the public relies on the Corps under law to
13 provide leadership and to take action under
14 the statutory language to restore these
15 areas. The -- you know, it's a reliance on
16 the Corps to update a twenty year old
17 system.

18 They state that the fact that
19 these -- that these wetlands in the east
20 haven't been subject to normal tidal
21 exchange for two decades. I think that
22 that ignores the mandate under, you know,
23 current awareness of the value of these
24 areas to -- you know, to take this into
25 effect and move to restore them.

AFFILIATED REPORTERS, INC.

OFFICIAL COURT REPORTERS
226 CARONDELET STREET
NEW ORLEANS, LOUISIANA 70130

1 And, then I also support the
2 alternative to purchase non-development and
3 flowage easements in this area.

4 And then to avoid repetition, I
5 just feel that the St. Charles alignment
6 south of the road should be taken or that a
7 clearly -- clearly designated alignment
8 along the road should be taken, and that
9 the borrow pit needs significant analysis
10 in terms of the cost and the environmental
11 impact -- impacts in terms of -- in terms
12 of the total cumulative deterioration of
13 the lake right now. Thank you.

14 MR. WAGERHOFF:

15 Thank you.

16 Charlotte Fremeaux, League of
17 Women Voters of Louisiana.

18 MS. FREMEAUX:

19 The League of Women Voters of
20 Louisiana, the League of Women Voters of
21 New Orleans, and the League of Women Voters
22 of Jefferson appreciate the opportunity to
23 review at public hearing the Lake
24 Pontchartrain hurricane protection project,
25 also known as the high level plan.

AFFILIATED REPORTERS, INC.

OFFICIAL COURT REPORTERS
226 CARONDELET STREET
NEW ORLEANS, LOUISIANA 70130

1 The following statements
2 represent basic League positions on the
3 wetland protection, resource management and
4 safeguard of water quality as they
5 particularly relate to the proposed
6 project.

7 New Orleans East. We support the
8 exclusion of the thirteen thousand acre
9 wetland area from hurricane protection
10 system. Soil and subsidence conditions
11 favor opening these marshes to natural
12 estuarine status providing valuable habitat
13 in the basin and providing water recharge.
14 Soil and subsidence conditions do not
15 provide adequate stability for development
16 unless costly safeguards are required.

17 Frequently residents are faced
18 with poor streets, drainage, et cetera. It
19 is not clear if the cost of potential
20 urbanization in a flood prone area is
21 reflected in a benefit analysis.

22 Executive Order 11880, protection
23 of the wetlands, directs Federal agencies
24 to avoid by all practicable measures and
25 alternatives construction wetlands.

AFFILIATED REPORTERS, INC.

OFFICIAL COURT REPORTERS
226 CARONDELET STREET
NEW ORLEANS, LOUISIANA 70130

1 The Maxant Canal levee appears to be an
2 acceptable and less damaging alternative.

3 St. Charles Parish. We support
4 protection of the three thousand acres of
5 wetlands which the -- which the north of
6 the Airline Highway alignment would
7 enclose. This would require culverts to
8 maintain the existing hydrology. It would
9 open the area to the possibility of future
10 development which the south of Airline
11 Highway would have avoided.

12 The piecemeal destruction of
13 viable habitat by seemingly separate
14 parcels often prevents grasp of the event
15 before it is too late.

16 Jefferson Parish. We view with
17 concern the proposal to dredge material
18 from Lake Pontchartrain, a shallow
19 estuarine basin already impacted by a
20 variety of stresses from development, salt
21 water trusion (spelled phonetically), et
22 cetera.

23 The size and depth of the dredge
24 holes will result in significant
25 degradation. The alternative use of

AFFILIATED REPORTERS, INC.

OFFICIAL COURT REPORTERS
226 CARONDELET STREET
NEW ORLEANS, LOUISIANA 70130

1 levee material from nearby Bonnet Carre
2 Spillway is urged, and further information
3 as to this alternative will provide
4 citizens with assurance that the long term
5 protection of populations is coupled with
6 an equally long term concern for the
7 natural resources which support these
8 populations.

9 Thank you for your
10 consideration.

11 MR. WAGERHOFF:

12 Thank you, Miss Fremeaux. Thank
13 you.

14 Sherwood Gagliano.

15 MR. GAGLIANO:

16 Mr. Chairman, I've decided to
17 submit a written proposal.

18 MR. WAGERHOFF:

19 Thank you, sir. Thank you.
20 We'll look forward to that.

21 Mr. Robert Hereford.

22 MR. HEREFORD:

23 My name is Bob Hereford. I'm
24 with the Jefferson Rod & Gun Club.

25 As citizens of the New Orleans

AFFILIATED REPORTERS, INC.

OFFICIAL COURT REPORTERS
226 CARONDELET STREET
NEW ORLEANS, LOUISIANA 70130

1 area, we are concerned about flood
2 protection. But as a sportsman's
3 organization, we've very concerned about
4 the loss of wetlands in Louisiana.

5 We feel the levee alignment in
6 St. Charles Parish should be immediately
7 adjacent to Airline Highway.

8 The dredging of the fill from
9 Lake Pontchartrain bottom will probably
10 make traps to catch pollutions and settle
11 in these holes and may cause dead spots.
12 We suggest that an alternative source of
13 fill be used. And the use of medicated
14 (sic) funds may be used to stop the salt
15 water intrusion and the erosion of the St.
16 Charles Parish marshes.

17 We feel the Corps has made the
18 correct decision in selecting the high
19 level plan. Thank you.

20 MR. WAGERHOFF:

21 Thank you, sir.

22 Mr. Charles Thiblier.

23 MR. THIBLIER:

24 My name is Charles Thiblier. I
25 don't represent anybody and I'd just like

AFFILIATED REPORTERS, INC.

OFFICIAL COURT REPORTERS
226 CARONDELET STREET
NEW ORLEANS, LOUISIANA 70130

1 to say I'm completely opposed to the whole
2 thing.

3 As far as building a higher
4 levee, I'm all for it as long as they build
5 it in existing -- where the levee is right
6 now.

7 As far as building a levee out in
8 the swamps and building another levee out
9 in New Orleans East, I'm totally against
10 it.

11 And, as far as dredging the lake,
12 I'm against that. If they want to build a
13 higher levee, I think they ought to get the
14 material from somewhere else.

15 And, that's about it. Thank
16 you.

17 MR. WAGERHOFF:

18 Okay. Fine. Thank you, sir.

19 Mr. Alfred Hitter, Jr.,
20 representing Save Our Coast.

21 MR. HITTER:

22 Gentlemen. There was an
23 environmental impact study made on this
24 project but it did not fully address the
25 fact that this is not an isolated problem

AFFILIATED REPORTERS, INC.

OFFICIAL COURT REPORTERS
226 CARONDELET STREET
NEW ORLEANS, LOUISIANA 70130

1 for the lake, and in particular Lake
2 Pontchartrain, but it adds to existing
3 problems such as the shell dredging going
4 on in this lake.

5 Save Our Coast supports the
6 concept of hurricane protection, but if the
7 Corps is sincerely interested in hurricane
8 protection, we wonder why they dredged
9 thirty miles of barrier reefs that afforded
10 hurricane protection for central Louisiana
11 coast line.

12 Save Our Coast will strongly
13 suggest that the Corps of Engineers listen
14 to the people, and in particular to the
15 scientists as they present their evidence
16 here tonight, and do not do as they have in
17 the past when these public hearings
18 amounted to nothing.

19 Save Our Coast is already
20 involved in the suit against the Corps of
21 Engineers for shell dredging permits in
22 Lake Pontchartrain. It is the feeling that
23 this dredging of a hole nine miles long by
24 six hundred feet wide by over fifty feet
25 deep represents a reckless activity that

AFFILIATED REPORTERS, INC.

OFFICIAL COURT REPORTERS
226 CARONDELET STREET
NEW ORLEANS, LOUISIANA 70130

1 destroys marine habitat that would
2 certainly warrant litigation if this is
3 permitted by the Corps.

4 We would also hope that the Corps
5 of Engineers makes an independent study of
6 the environmental impacts discussed in the
7 environmental assessments and the
8 environmental impact studies instead of
9 using other agencies as has been their
10 practice in the past.

11 Scientific studies of this type
12 of deep holes in a shallow lake such as
13 Lake Pontchartrain results in a collection
14 of toxic materials, high salinity levels,
15 and low oxygen; the end result of which is
16 another huge dead hole in the lake.

17 And, in closing, I would like to
18 say that Save Our Coast is totally for
19 hurricane protection, but we think that
20 there is another way to build up these
21 levees besides dredging this tremendous
22 hole in the lake.

23 Thank you.

24 MR. WAGERHOFF:

25 Thank you, sir.

1 James Larkin, please.

2

3

4

5 End Tape 2, Side 1
(Transcript continues on next page)

6

7

8

9

10

11

12

13

14

15

16

17

18

19

20

21

22

23

24

25

AFFILIATED REPORTERS, INC.

OFFICIAL COURT REPORTERS
226 CARONDELET STREET
NEW ORLEANS, LOUISIANA 70130

1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
17
18
19
20
21
22
23
24
25

MR. LARKIN:

I'd like to thank you all for having a public hearing on this. I think that is of primary importance that you get the input from the people in the area.

1 I'm a forty-one year old life
2 long resident of the City of New Orleans
3 except for a two year period in which I was
4 up in east Tennessee. And the reason I
5 mention this, I heard someone tonight
6 saying that special interest groups don't
7 want levees because of their hobbies; the
8 inference being to the sportsmen, the
9 fishermen, duck hunters, this type of
10 people.

11 When I was in east Tennessee, I
12 watched people belong to the local Ducks
13 Unlimited chapter who were extremely
14 affluent individuals who aren't lucky
15 enough to have what we have down here.
16 Their duck hunting was scattered here and
17 there; so was their goose hunting. They
18 didn't have the abundance of salt water
19 fish. They didn't have the abundance of
20 shrimp, crabs, et cetera, like we have.

21 These people would go out in a
22 banding project in an attempt to find out
23 what they could do to help get more ducks
24 and geese in the impoundment areas and some
25 of the flooded lands in east Tennessee.

AFFILIATED REPORTERS, INC.

OFFICIAL COURT REPORTERS
226 CARONDELET STREET
NEW ORLEANS, LOUISIANA 70130

1 And in this process, they'd have
2 to wear raincoats because of the fact that
3 when they cart geese when they banded them,
4 the geese would defecate all over them.
5 They really cared and they -- to a man --
6 there must have been twenty-five people in
7 that chapter. And to a man, when they
8 found out I was from south Louisiana, they
9 said, you really have something special
10 down there, you know. You can go out an
11 hour away from home and fish and hunt. You
12 can trawl and help feed your family. You
13 can crab and help feed your family. You
14 can fish and help feed your family.

15 And I really feel that if the
16 plans of the Corps and the developers and
17 the politicians are not changed, that this
18 mad rush we have for putting up levees
19 where they shouldn't be, to enclose
20 wetlands that are vital to our fisheries,
21 are vital to our wildlife, if something's
22 not done to stop this, that heritage is
23 going to be gone.

24 And, as someone earlier had
25 mentioned about the oil industry, once

AFFILIATED REPORTERS, INC.

OFFICIAL COURT REPORTERS
226 CARONDELET STREET
NEW ORLEANS, LOUISIANA 70130

1 that oil industry is gone, we are going to
2 have to have something to fall back on.

3 Educationally right now, we're
4 having problems getting industry in here.
5 The thing that most of the people down in
6 the low lying areas, the Cajuns down in the
7 south Louisiana marshes have fallen back on
8 when the oil field jobs have gone down has
9 been shrimping and outdoors. And because
10 of the different types of depredation, the
11 marshes are gone.

12 And I honestly feel that if we
13 enclose marsh land and swamp land and
14 hardwood bottom lands unnecessarily, that
15 we're going to make this a waste land.

16 If people feel that they have
17 to -- if they've moved down here and they
18 have bought a home and they should enjoy
19 this and they should enjoy that, if they've
20 chosen to come into our area and live, then
21 I think they should be willing to adapt to
22 our lifestyle; and our lifestyle in south
23 Louisiana is outdoors. That's what it's
24 always been.

25 I find that too often we see

AFFILIATED REPORTERS, INC.

OFFICIAL COURT REPORTERS
226 CARONDELET STREET
NEW ORLEANS, LOUISIANA 70130

1 projects that are done for political
2 reasons, and the Corps has a little Dutch
3 boy syndrome where they have to run around
4 and keep building levees, or they have to
5 keep dredging, or doing this or doing
6 that.

7 We appreciate the control
8 structures in the river to try to save New
9 Orleans, the Port of New Orleans. We don't
10 appreciate putting a levee around our
11 lakeshore and taking in our marshes and
12 putting slips for sailboats, because when
13 people have these big fancy slips for
14 sailboats and they go out into a lake
15 that's nothing but a cesspool, they're not
16 going to continue to use those slips. They
17 are going to get tired of it. They are
18 going to move some place else. Those are
19 the people that have the mobility to do
20 that.

21 The people here in Louisiana love
22 Louisiana. It's one of the big things. If
23 somebody marries somebody from Louisiana,
24 they have to look at -- ninety percent of
25 the time, they come home. They get some

AFFILIATED REPORTERS, INC.

OFFICIAL COURT REPORTERS
226 CARONDELET STREET
NEW ORLEANS, LOUISIANA 70130

1 place else and they get tired of it and
2 they end up coming home because it's just
3 not the same.

4 I wish to express my agreement
5 with the -- in St. Charles Parish with the
6 plan three, which would be directly
7 adjacent to the Airline Highway.

8 But in also saying, I think that
9 the water control structures, the culverts,
10 should be -- the control of those should be
11 left in the hands of water fowl biologists
12 or whoever may be qualified to keep those
13 wet and wild.

14 I am unalterably opposed to
15 dredging this trench in the lake. I've got
16 children from twenty years down to two and
17 a half, and I'd -- I'd like them to
18 possibly have what I had when I was a
19 child. And I think if you -- if you dig
20 that trench, you're literally digging a
21 grave for our Lake Pontchartrain.

22 I also would agree with the
23 Maxant Canal plan in New Orleans East. I
24 think that would be the optimum plan in
25 that area.

AFFILIATED REPORTERS, INC.

OFFICIAL COURT REPORTERS
226 CARONDELET STREET
NEW ORLEANS, LOUISIANA 70130

1 We have all -- all the people in
2 here who are residents of New Orleans know
3 what poor streets we have. And the primary
4 reason why we have the poor streets is
5 because of the land it was built on. It's
6 just not suitable for development. Much of
7 it is -- too much of it is not suitable to
8 development.

9 The people in Chateau in Kenner
10 are flooding. Their streets are going bad.
11 Out in Lakeview, the streets are going bad.
12 Any place in town, ninety percent of the
13 streets in town are going bad because of
14 soil subsidence.

15 And if the development in New
16 Orleans East is allowed to continue, all
17 that is going to happen out there is some
18 fat cats from out of town are going to make
19 a lot of money and the people that buy out
20 there are going to suffer for it in the
21 long run. Not only are they going to
22 suffer because they bought a house and
23 property that's a lemon, they're going to
24 suffer for it because our culture is going
25 to go down the tubes.

AFFILIATED REPORTERS, INC.

OFFICIAL COURT REPORTERS
226 CARONDELET STREET
NEW ORLEANS, LOUISIANA 70130

1 And this is what we're asking,
2 what most of the people here are asking, is
3 to save our culture, save it for our
4 children, save it for your children.

5 I've had people from Michigan
6 that came down. I used to work at NASA.
7 And they raved about the fact that they
8 could get in a boat at Hopedale and in a
9 half an hour be out duck hunting where when
10 they lived in Detroit, they had to go five
11 hours drive just to go duck hunting. And
12 you all have taken that away from us.

13 The levee system that you have
14 and the greed of the politicians and the big
15 money people has taken that away from us
16 out in New Orleans East.

17 We no longer have Canada geese in
18 the State of Louisiana that migrate in in
19 any manageable number. And it's -- it's
20 not -- it's primarily that, plus some other
21 things that the Federal Government has been
22 involved in with short stopping, but
23 that's -- that's a big thing. To me that's
24 a big thing, and to a lot of people in
25 here, it's a big thing.

AFFILIATED REPORTERS, INC.

OFFICIAL COURT REPORTERS
226 CARONDELET STREET
NEW ORLEANS, LOUISIANA 70130

1 They look up in the sky in the
2 winter and they don't see those geese
3 coming like they used to. They don't see
4 the ducks flying over.

5 And, I think that the wisest move
6 that you can make, the wisest action you
7 can make; yes, give us the protection. The
8 lands that you've already developed, the
9 lands that we've fought the good fight for
10 and haven't been able to save; go ahead,
11 develop that if you want. Put your levees
12 around that higher. But, please, for the
13 sake of my children and your children and
14 for all the children in this country that
15 want to see something that's unique, don't
16 extend your levees any further than they
17 already are. Thank you.

18 COLONEL LEE:

19 Thank you. I think all of you
20 who listened to Lynn's presentation
21 probably know that in New Orleans East,
22 there's no extension of the levees
23 proposed. And in St. Charles, the levee
24 proposal that's tentatively selected is the
25 one just north of Airline Highway and

AFFILIATED REPORTERS, INC.

OFFICIAL COURT REPORTERS
226 CARONDELET STREET
NEW ORLEANS, LOUISIANA 70130

1 there's no difference in the water flows
2 before or after.

3 Next, I'd like to call on Mr.
4 James Larkin -- oh, I'm sorry, sir.

5 Vivian Newman from the Orleans
6 Audubon Society.

7 MS. NEWMAN:

8 I'm representing the New Orleans
9 Audubon Society which is to some people
10 known as the bird people; however, it is
11 made up of fifteen hundred members, most of
12 whom are residents around the lake and St.
13 Tammany Parish, Orleans, Jefferson, St.
14 Charles, all the way around.

15 Only a few months ago it seems to
16 me we were talking about a fresh water
17 diversion project. And a lot of what we
18 were talking about is the same thing we're
19 talking about tonight that we've talked
20 about many other nights, many other
21 afternoons: degradation of the lake bottom
22 by dredging, including shell dredging,
23 degradation of the water quality of the
24 lake by sewerage discharge, run offs, salt
25 water intrusion, wetlands lost to

AFFILIATED REPORTERS, INC.

OFFICIAL COURT REPORTERS
226 CARONDELET STREET
NEW ORLEANS, LOUISIANA 70130

1 urbanization.

2 All of these things seemed, at
3 least the last time around, to be
4 ostensibly being addressed by the Corps in
5 a way that seemed a little more
6 productive.

7 I think our thinking is becoming
8 a little more simple minded the more we go
9 through these things, so I'm just going to
10 say about five things that we want and have
11 done with it.

12 We would like a halt to the
13 squandering of the lake's bounty of its
14 natural resources that are renewable.

15 We want a halt to the squandering
16 of the time and the effort that is being
17 put out on considering these projects one
18 at a time, especially when they are being
19 considered one at a time out of the total
20 context.

21 We want a halt in furthering away
22 your time and energy, our time and energy.
23 We want a halt to the tax burdens that all
24 these projects are proposing.

25 We're fed up to the back teeth.

AFFILIATED REPORTERS, INC.

OFFICIAL COURT REPORTERS
226 CARONDELET STREET
NEW ORLEANS, LOUISIANA 70130

1 with so-called mitigation for things that
2 can no longer be mitigated.

3 We simply can't have any more
4 destruction of the lake's entire system and
5 go in for some kind of mitigation that is
6 addressing something somewhere else.

7 We want the lake system treated
8 with particular care through a special
9 management area program and nothing to be
10 even contemplated until that is underway.

11 Not to put too fine a point on
12 this, we consider all of these steps right
13 now to be rather dumb, circular reasoning,
14 chasing our own tails until we really come
15 to terms with the lake and the whole system
16 and deal with it as a system. Thank you.

17 COLONEL LEE:

18 Thank you.

19 Joan Phillips from the Sierra
20 Club.

21 MS. PHILLIPS:

22 Colonel Lee, people -- all of you
23 of the Corps, again thank you for this
24 opportunity of public hearing, your
25 granting our request. I think a number

AFFILIATED REPORTERS, INC.

OFFICIAL COURT REPORTERS
226 CARONDELET STREET
NEW ORLEANS, LOUISIANA 70130

1 of our members, two thousand strong across
2 the state, a thousand -- over fifteen
3 hundred probably in this area, have shown
4 their interest, as you know, a number of
5 times or almost at every hearing, every
6 issue on Lake Pontchartrain. We have been
7 here to speak of this particular area, this
8 area we hope will one day be an area of
9 special concern in our coastal zone area.

10 The area is one, of course,
11 that we're -- the whole question here, the
12 activity, the health of the lake, is
13 important to our group.

14 We have requested E.I.S.'s on
15 the -- written on the lake whenever a
16 project is significant, such as
17 hurricane -- this hurricane protection
18 levee project or shell dredging project.

19 We're anxious to hear, of course,
20 of the suggestions of coastal environments
21 who have been already hired by the State to
22 look at Lake Pontchartrain as an area of
23 special concern. And, we hope that we
24 will not continue a piecemealing of the
25 lake to its death, and that special

AFFILIATED REPORTERS, INC.

OFFICIAL COURT REPORTERS
226 CARONDELET STREET
NEW ORLEANS, LOUISIANA 70130

1 area status and a discussion of the area,
2 the whole, will begin immediately.

3 Your request for comments on the
4 hurricane protection does elicit before
5 such an E.I.S. is completed some very
6 pertinent remarks.

7 We do agree that the high level
8 plan for hurricane protection is far less
9 costly and less damaging to fish and
10 wildlife than the barrier plan and will
11 provide what we all want, and that is
12 hurricane protection for this area.

13 Each of us live here and all of
14 us realize that this is necessary, and I
15 would hope that all people who listen to
16 our remarks realize that is first and
17 protection for people is what we're looking
18 for.

19 I'd like to, as we talk about the
20 beautification of this area, the beauty of
21 this area, and the other parts of the area,
22 certainly make everyone understand that
23 hurricane protection is something that no
24 one in the Sierra Club is saying we do not
25 need.

AFFILIATED REPORTERS, INC.

OFFICIAL COURT REPORTERS
226 CARONDELET STREET
NEW ORLEANS, LOUISIANA 70130

1 We do realize, though, that the
2 water has to go somewhere when we put up
3 levees. And, as you all have run into the
4 problem over and over again on the
5 Mississippi, if you levee one area, the
6 water goes into another area.

7 And, in that respect, what we're
8 asking is that what is an area that we can
9 let our water go into. And one of the best
10 uses we, and the values of the wetlands
11 that we have is that the water can go into
12 these areas and not cause damage. And we
13 hope that some of the people who have
14 spoken in their hurry to look for hurricane
15 protection will realize that what we ask
16 for those marshes to be left for is a place
17 for the water to go, and it enhances that
18 area and it also keeps our other areas from
19 being flooded. If we will just have the
20 foresight to leave some areas for water and
21 for our wildlife and fisheries. I think we
22 will find ourselves in much better shape.

23 We ask that every -- of course,
24 every possibility for habitat be left for
25 the area. And one of the reasons is

AFFILIATED REPORTERS, INC.

OFFICIAL COURT REPORTERS
226 CARONDELET STREET
NEW ORLEANS, LOUISIANA 70130

1 because the health of the lake again is
2 important to those residents around the
3 lake.

4 I don't think any of us want to
5 build up a barrier, have ourselves
6 protected behind this lake and then have to
7 look at an area that -- that is -- that has
8 algae on it, that is not a living -- a
9 living body of water.

10 And, our piecemealing of this
11 body of water, our continual degradation --
12 if I can recall and ask you to remember
13 that we just had a recent conference on the
14 Gulf of Mexico where we talked about
15 shallow water eco systems and their effect
16 on our whole estuarine system in southern
17 Louisiana. Res Darnell's, Department of
18 Oceanography, Texas A&M, comments at our
19 conference suggests -- and he reminds us
20 the dead zones and environmental
21 degradation of such a shallow water eco
22 system like Lake Pontchartrain will -- they
23 are caused by these varied activities such
24 as leveeing and filling our marsh and
25 dredging and disturbing the water

AFFILIATED REPORTERS, INC.

OFFICIAL COURT REPORTERS
226 CARONDELET STREET
NEW ORLEANS, LOUISIANA 70130

1 circulation patterns.

2 We -- you have heard from Fish &
3 Wildlife Service, from U. S. Marine
4 Fisheries, from the gentlemen that just
5 spoke with such a loving care for our
6 marshes, and I won't repeat some of the
7 main considerations that we have for this
8 area; that is, to protect people but not
9 marsh. Leave our marshes to help protect
10 those that already have homes, placing
11 levees around the populated areas and
12 leaving our recreation of natural areas wet
13 and wild.

14 Our borrow pits, again we are
15 very concerned about making holes in our
16 lake that will -- will be dead holes that
17 will stop flows -- flow of water and
18 interrupt migrations across our lake.

19 Finally, the Sierra Club must
20 insist according to the law that the Corps
21 develop a specific mitigation for this
22 project. The Corps should develop and
23 incorporate a high level -- in the high
24 level plan a specific plan that compensates
25 for all past and future project damages

AFFILIATED REPORTERS, INC.

OFFICIAL COURT REPORTERS
226 CARONDELET STREET
NEW ORLEANS, LOUISIANA 70130

1 to fish and wildlife. Mitigation must
2 become a feature of any final hurricane
3 protection plan.

4 We suggest as part of that
5 mitigation plan a way that will help assure
6 areas around the lake will remain wet.

7 We again suggest the plan for
8 mitigation accepted by the Orleans Coastal
9 Advisory Committee be implemented in the
10 lake area as a whole.

11 This idea, which I propose to
12 you, would include that any unit of -- and,
13 again, we talk about water related
14 development, must be compensated, and this
15 was accepted by our advisory committee, by
16 two units for preservation, which we could
17 only revert to a developmental parcel if
18 the original developed parcel is returned
19 to its natural state.

20 Transfer of development rights is
21 one of the things we -- that has been used
22 in other areas and I would hope that
23 some -- some unit is established for the
24 development as a whole around the lake and
25 that we may con -- may condense some of

AFFILIATED REPORTERS, INC.

OFFICIAL COURT REPORTERS
226 CARONDELET STREET
NEW ORLEANS, LOUISIANA 70130

1 our activities in one area or the other,
2 but that we stick to that unit of
3 development.

4 Areas which we would like to see
5 preserved in this way would be the St.
6 Charles Parish marsh.

7 I trust that you and all public
8 officials, and I call on even our governor,
9 Governor Edwards, and our State officials
10 interested in coastal zone management will
11 take these recommendations to heart and
12 implement them to correct some of the
13 faults of the Corps' plan at present and
14 the lake's problem as a whole.

15 We also take this opportunity and
16 to implore the Corps of Engineers, the
17 governor -- and the governor to show strong
18 leadership which will force the already
19 established citizens advisory committee,
20 local and State government officials and
21 the C.Z.M. office to sit down together
22 tomorrow and save this special area of our
23 coastal zone.

24 We still feel that before any
25 plan is implemented that a complete

AFFILIATED REPORTERS, INC.

OFFICIAL COURT REPORTERS
226 CARONDELET STREET
NEW ORLEANS, LOUISIANA 70130

1 E.I.S. must be implemented for the lake
2 area which will assure a multi-purpose plan
3 for the area which includes enough
4 protection to save the health of the lake,
5 the renewable resource features of the
6 area, and the recreational nature of the
7 area.

8 Thank you very much.

9 COLONEL LEE:

10 Thank you.

11 Stewart Phillips.

12 (INAUDIBLE)

13 COLONEL LEE:

14 Thank you.

15 Glenn Mercadahl, and I'm sure
16 that's wrong, and I apologize, sir.

17 MR. MERCAD AHL:

18 My name is Glenn Mercadahl and
19 I'm here representing the Khilo (spelled
20 phonetically) Sportsman's League of New
21 Orleans whose memberships come from
22 surrounding parishes as well as New
23 Orleans.

24 I would first like to thank
25 Colonel Lee and the Corps for holding

AFFILIATED REPORTERS, INC.

OFFICIAL COURT REPORTERS
226 CARONDELET STREET
NEW ORLEANS, LOUISIANA 70130

1 this public meeting at a time when
2 interested groups and individuals would be
3 able to attend.

4 As we have done in the past, we
5 would once again like to be put on record
6 as opposing the construction of any barrier
7 plan.

8 We would also like to be put on
9 record as not being opposed to hurricane
10 protection but being opposed to the
11 protection of undeveloped private property
12 at the expense of the public.

13 Too many times so-called
14 hurricane protection has caused either
15 directly or indirectly the development of
16 acres upon acres of vital wetland habitat.

17 In St. Charles Parish, we favor
18 levee alignment number three. This
19 alignment would provide the maximum
20 opportunity for hurricane protection with a
21 minimum amount of habitat loss. This levee
22 alignment, number three, should be
23 immediately adjacent to the Airline Highway
24 and only deviate to protect existing
25 developments north of the Airline Highway.

AFFILIATED REPORTERS, INC.

OFFICIAL COURT REPORTERS
226 CARONDELET STREET
NEW ORLEANS, LOUISIANA 70130

1 Such a levee should have several
2 gated structures, not drainage structures,
3 so that water circulation can be
4 maintained.

5 In Jefferson Parish, the idea of
6 dredging Lake Pontchartrain for levee
7 material is totally unacceptable.

8 The present trend seems to be
9 finally shifting in the preservation of the
10 lake, although suffering from shell
11 dredging, salt water intrusion, sewerage
12 and urban run off, steps such as limited
13 dredging, new treatment plants and fresh
14 water diversion structures are existing or
15 in the plans to solve many of these
16 problems.

17 A hole, as described for levee
18 construction, would do nothing but harm.
19 The Corps, themselves, even feel that
20 physical and chemical stratification would
21 occur and that such an area would become
22 unfavorable to aquatic life.

23 In lieu of dredging the lake, the
24 idea of hauling fill seems to me the most
25 environmental favorable.

AFFILIATED REPORTERS, INC.

OFFICIAL COURT REPORTERS
226 CARONDELET STREET
NEW ORLEANS, LOUISIANA 70130

1 In New Orleans East, the
2 situation exists which should have never
3 happened in the first place, and is
4 definitely a prime example of how so-called
5 hurricane protection has caused the
6 development of wetlands.

7 Although we tend to favor the
8 Maxant Canal alignment, number two, such a
9 levee would be inside an already existing
10 levee. Since the chance of removing the
11 existing levee is remote, the Maxant Canal
12 alignment would be wasteful. This also
13 seems to remove any real alternative to the
14 existing levee alignment.

15 We, therefore, can only favor the
16 existing levee alignment with adequate
17 water control structures. Such structures
18 should be in both the easternmost alignment
19 and the alignment north of I-10. Efforts
20 should be made to see that the area bounded
21 by Paris Road, Highway 90, the easternmost
22 levee alignment, and Lake Pontchartrain be
23 maintained in a wetland status and
24 development limited.

25 We would also like to point out

AFFILIATED REPORTERS, INC.

OFFICIAL COURT REPORTERS
226 CARONDELET STREET
NEW ORLEANS, LOUISIANA 70130

1 at this time that unsuspecting homeowners
2 have had ongoing serious sinking problems
3 as a result of development in New Orleans
4 East.

5 The St. Bernard levee alignment
6 is virtually in the same situation as New
7 Orleans East. Since levees already exist,
8 we can only recommend that improvements be
9 made and that an adequate number of water
10 control structures be installed.
11 Development should be closely monitored and
12 limited.

13 Mitigation is a very important
14 aspect of this project. Although
15 mentioned, there is no real specific plan.
16 The Corps should recommend a specific plan
17 which should offer compensation for all
18 past and future project damages to fish,
19 wildlife and their habitat.

20 A possible mitigation for New
21 Orleans East would be the purchase of
22 non-development rights and flow easements
23 over such property.

24 No matter what mitigation plan is
25 chosen, a key issue we would like to

AFFILIATED REPORTERS, INC.

OFFICIAL COURT REPORTERS
226 CARONDELET STREET
NEW ORLEANS, LOUISIANA 70130

1 stress is that mitigation must, and we
2 repeat, must become a feature of any final
3 plan before it being sent to Washington for
4 funding.

5 In closing, we again thank
6 Colonel Lee and the Corps for the
7 opportunity to express our views and
8 request that they be considered. Thank
9 you.

10 COLONEL LEE:

11 Thank you, sir.

12 And I'll add, on a mitigation
13 plan with the cooperation of all the
14 agencies that are here and the groups, it's
15 our intent to have a mitigation plan in
16 Washington before we start any high level
17 construction.

18 Edgar Villion, Louisiana Wildlife
19 Federation.

20 MR. VILLION:

21 Colonel Lee, members of the
22 staff, ladies and gentlemen. My name is
23 Edgar Villion. My remarks this evening are
24 in my capacity as co-chairman of the
25 wetlands committee of the Louisiana

AFFILIATED REPORTERS, INC.

OFFICIAL COURT REPORTERS
226 CARONDELET STREET
NEW ORLEANS, LOUISIANA 70130

1 Wildlife Federation, Incorporated.

2 We would like to thank the Corps
3 for granting our request for a public
4 hearing on the draft main report and
5 supplement to the environmental impact
6 statement for the Lake Pontchartrain,
7 Louisiana, and vicinity, hurricane
8 protection project. We feel it was a wise
9 decision.

10 The Louisiana Wildlife
11 Federation, Incorporated is the largest
12 citizen conservation organization in the
13 State with approximately eighty affiliate
14 sportsman's clubs and seven thousand
15 members throughout Louisiana. Over three
16 thousand of these members and twenty-five
17 affiliates are domiciled within or
18 immediately adjacent to the project area.

19 The Federation has had a
20 longstanding interest in the fish and
21 wildlife resources of the Pontchartrain
22 Basin.

23 The proposed hurricane protection
24 project has the potential to cause
25 substantial degradation to the lake's

AFFILIATED REPORTERS, INC.

OFFICIAL COURT REPORTERS
226 CARONDELET STREET
NEW ORLEANS, LOUISIANA 70130

1 eco system if ample consideration is not
2 given to resource protection in the project
3 design and construction.

4 We believe the Corps has made the
5 correct decision in opting for the high
6 level plan over the barrier plan. The
7 barrier plan was much too risky in our
8 opinion in terms of engineering
9 feasibility, safety and eco system
10 preservation.

11 We feel that the high level plan,
12 though also damaging to the environment, is
13 more predictable in its effects and
14 therefore measures to lessen the adverse
15 impacts can be more precisely determined.

16 Our comments in response to the
17 previous solicitation of public comment on
18 this project by your agency in October of
19 1981 emphasized our concern over the
20 potential for the project to mislead
21 citizens into the belief that once
22 constructed, the project will sufficiently
23 protect them from any hurricane that would
24 hit the area.

25 As we stressed then and we

AFFILIATED REPORTERS, INC.

OFFICIAL COURT REPORTERS
226 CARONDELET STREET
NEW ORLEANS, LOUISIANA 70130

1 reiterate now, the only way to be safe from
2 a hurricane is to get out of its way. We
3 urge the Corps to include and emphasize
4 development restrictions in high risk areas
5 and evacuation contingencies as an integral
6 part of this hurricane protection plan.

7 Anything less is irresponsible and an
8 invitation to disaster.

9 After thoroughly reviewing the
10 draft supplement to the environmental
11 impact statement for the T.S.P., we are
12 concerned primarily with three issues.

13 First of all, the levee proposed
14 for St. Charles Parish will encourage
15 development of several thousand acres of
16 wetlands. If the citizens of St. Charles
17 Parish wish that such a levee be
18 constructed, it is our recommendation that
19 the levee be aligned immediately adjacent
20 to Airline Highway and that culverts or
21 other kinds of water exchange devices be
22 built into the levee to ensure adequate
23 drainage and nutrient transport through the
24 levee.

25 The T.S.P. calls for pumping

AFFILIATED REPORTERS, INC.

OFFICIAL COURT REPORTERS
226 CARONDELET STREET
NEW ORLEANS, LOUISIANA 70130

1 fill from the bottom of Lake Pontchartrain
2 to build the Jefferson Parish levee.

3 Excuse me.

4 Implementation of this plan would
5 create several miles of deep trenches
6 offshore from Jefferson Parish.

7 Lake Pontchartrain, as you know,
8 is already beleaguered by pollution and
9 other degradations and abuses. These
10 trenches would further degrade the lake at
11 a time when efforts are finally beginning
12 to improve the lake.

13 We recommend that the Corps
14 select an alternative that will avoid the
15 creation of deep trenches in Lake
16 Pontchartrain. Perhaps levee design might
17 be streamlined to require less fill while
18 still providing adequate protection, and a
19 combination of hauled and pump fill could
20 be used so as to minimize disruption and
21 degradation of the lake bottom.

22 If no alternative to the proposed
23 trenches can be found, a thorough
24 evaluation of the impact that the holes
25 will have on fisheries habitat should

AFFILIATED REPORTERS, INC.

OFFICIAL COURT REPORTERS
226 CARONDELET STREET
NEW ORLEANS, LOUISIANA 70130

1 be made so that adequate mitigation can be
2 proposed to offset the damages.

3 Finally, on page thirty-one of
4 the E.I.S., mitigation is discussed;
5 however, no specific mitigation plan is
6 offered even though a cost figure for
7 mitigation is given on page one hundred and
8 twenty-four of the main report.

9 We object to the implementation
10 of this project unless a fully defined and
11 adequate mitigation plan is developed and
12 simultaneously funded and implemented.

13 You may want to consider the
14 re-establishment of tidal exchange in the
15 wetlands of New Orleans East, and the
16 preservation of the wetlands in that area
17 is potential mitigation for this project.

18 That concludes the Federation's
19 comments on the hurricane levee project
20 proposal.

21 Thank you for the opportunity to
22 participate in development of the final
23 report.

24 COLONEL LEE:

25 Thank you. I appreciate your

AFFILIATED REPORTERS, INC.

OFFICIAL COURT REPORTERS
226 CARONDELET STREET
NEW ORLEANS, LOUISIANA 70130

1 comments, sir.

2 Nancy Simoneaux.

3 MS. SIMONEAUX:

4 I represent the Lake Area Civil
5 Council.

6 We have been concerned for a long
7 time for the lack of -- thank you --
8 hurricane protection in what I call the
9 Elysian Fields corridor.

10 And, Mr. Slayton, I'm sorry, is
11 gone, but he publicly -- publicly admitted
12 on television that it was purely political
13 that it hadn't been built all these years,
14 exposing one-third of the city to
15 flooding.

16 Now, I understand the Corps does
17 have a plan to build a flood wall on what
18 would be the south side of the parking lot
19 of former Pontchartrain Beach. Is that
20 correct?

21 A VOICE:

22 Is that right, Bob?

23 MS. SIMONEAUX:

24 All right.

25 COLONEL LEE:

AFFILIATED REPORTERS, INC.

OFFICIAL COURT REPORTERS
226 CARONDELET STREET
NEW ORLEANS, LOUISIANA 70130

1 Yes, you're right.

2 MS. SIMONEAUX:

3 The Lake Area Civic Council has
4 publicly at the levee board meeting
5 protested this arrangement.

6 I have been corresponding with
7 several people in the Corps and our reasons
8 are many; particularly, the possible loss
9 of life.

10 Mr. Steven Caplo is proposing a
11 condominium development for six hundrd or
12 more, six hundred to nine hundred
13 families.

14 The present plans would be -- the
15 flood wall would be to the city side of
16 this development, and the development would
17 have absolutely no flood protection other
18 than the original little sea wall that has
19 been there for years.

20 In one of my letters to the
21 Corps, when I suggested why did not the
22 flood wall of preferably, of course, a mud
23 levee, be put in front of the development,
24 and the developer develop design with the
25 levee in place; after all, the whole

AFFILIATED REPORTERS, INC.

OFFICIAL COURT REPORTERS
226 CARONDELET STREET
NEW ORLEANS, LOUISIANA 70130

1 sea wall has a levee up to U.N.O., then we
2 have the break, and then we have again at
3 Franklin a nice high levee, and we have
4 this gap in between. It seemed to us the
5 logical, the most economical thing would be
6 for a mud levee to be there.

7 I realize politics has come into
8 this decision of letting the development do
9 what he wants, but we want to go on record
10 protesting this.

11 We feel flood waters would come
12 in if the tide rises, if the gates are
13 closed on the levee on the flood wall. You
14 might say people should evacuate. Many
15 will evacuate if they're told to.

16 But, Mr. Caplo has been bragging
17 his first floor is seventeen feet above sea
18 level; you're going to be safe. And some
19 people, particular people who are not
20 familiar with hurricanes, will stay. Our
21 concern is for them. They're going to be
22 there when the water rises. The only way
23 they can get out once the flood wall is
24 closed is to walk up towards the lake where
25 you have the tidal surge and all the waves

AFFILIATED REPORTERS, INC.

OFFICIAL COURT REPORTERS
226 CARONDELET STREET
NEW ORLEANS, LOUISIANA 70130

1 and evacuate that way. Now, I'm talking
2 about the water is up; it's waist high.
3 That's obviously the wrong thing to do, to
4 go towards the storm surge.

5 There is no way out for them in
6 the back. They have a seven foot or an
7 eight foot wall behind them.

8 When I suggested to the Corps
9 that at least there should be a permanent
10 ramp that the people could evacuate, I
11 really got no answer. Somebody said, well,
12 maybe they could climb a ladder to get over
13 the wall. Well, we don't consider that
14 sufficient.

15 It is illegal, as far as I know,
16 from the coastal management plan to build a
17 development there. Now, I don't know if
18 you have any control over that, but it
19 seems to me you do have the control of the
20 placement of a levee, and I would hope you
21 would really consider the safety for all
22 these people.

23 I have been in a hurricane over
24 on the coast where we were trapped by
25 fences behind us, and the five or six

AFFILIATED REPORTERS, INC.

OFFICIAL COURT REPORTERS
226 CARONDELET STREET
NEW ORLEANS, LOUISIANA 70130

1 of us would have drown except that the
2 fence was a little weak fence and we were
3 able to break it down. But, you're not
4 going to be able to break the flood wall.

5 Now, another concern we have --
6 when we said the flood wall should be
7 nearer the lake, should I say Mr. Chatry, I
8 don't know if he's here today, said that,
9 and I'm quoting --

10 COLONEL LEE:

11 He's not here.

12 MS. SIMONEAUX:

13 I'm quoting, because of its close
14 proximity to the lake, this flood wall
15 would have been twelve feet high rather
16 than eight feet high. Being closer to the
17 lake would make the flood wall more
18 susceptible to larger forces from wave
19 action, imposing greater loads on both the
20 wall and the foundations.

21 Well, now, if this is true about
22 your strong flood wall, what is the tidal
23 surge going to do to the development? And,
24 the development is going to have first
25 floor, restaurants, little gift shops,

AFFILIATED REPORTERS, INC.

OFFICIAL COURT REPORTERS
226 CARONDELET STREET
NEW ORLEANS, LOUISIANA 70130

1 there will be cars parked there.

2 I mean, when people go -- live
3 there, they're going to go away, the car's
4 going to be there and they're not going to
5 be able to move it.

6 What's going to happen with all
7 the tidal surge, with the debris, the cars,
8 when it comes against your flood wall
9 that's further back?

10 We are very concerned about all
11 these issues, and we really don't feel that
12 the Corps has addressed them enough, and we
13 would like a public hearing on it if you
14 continue to want to put it where you have.

15 Thank you.

16 COLONEL LEE:

17 Thank you, ma'am.

18 Mr. Guidrick or Mr. Vantoler, do
19 you want to discuss anything with her,
20 either publicly or maybe chat with her
21 separately?

22 (INAUDIBLE)

23 COLONEL LEE:

24 Ma'am, would you like to -- we
25 have engineering and regulatory people

AFFILIATED REPORTERS, INC.

OFFICIAL COURT REPORTERS
226 CARONDELET STREET
NEW ORLEANS, LOUISIANA 70130

1 here and maybe the three of you could get
2 together and make sure we understand it
3 here.

4 Okay. Thank you.

5 Julie Fotiediaz, and I'm sure I'm
6 in bad shape on that one.

7 MS. FOTIEDIAZ:

8 Thank you. Colonel Lee, my
9 family owns property on the Airline Highway
10 in St. Charles Parish where the levee is
11 supposed to be built, and we feel that the
12 proposed levee is a little too close to
13 Airline Highway. It's right on the
14 Airline.

15 And, we went by the Corps of
16 Engineers today to visit you, but you were
17 out, and -- to check the huge maps that you
18 all have, and we feel that we'd like for
19 the levee to be a little further back, as
20 far back as possible away from Airline
21 Highway. And -- because it's commercial
22 property and it's dry land.

23 There's not much of it; you know,
24 there's very little dry land, and that' --
25 it's just a small strip and it's right on

AFFILIATED REPORTERS, INC.

OFFICIAL COURT REPORTERS
226 CARONDELET STREET
NEW ORLEANS, LOUISIANA 70130

1 Airline Highway, and it's commercial
2 property. And, so, we'd like to develop
3 it, so we'd like to put in that request.

4 COLONEL LEE:

5 Okay.

6 MS. FOTIEDIAZ:

7 Thank you.

8 COLONEL LEE:

9 Thank you.

10 And I think I can apologize for
11 you being last.

12 But, I'll make a call. If
13 there's anybody out there who filled out a
14 card and somehow we've lost it or it didn't
15 get to me.

16 A VOICE:

17 This gentleman here.

18 COLONEL LEE:

19 Yes, sir. Would you like to a
20 comments (sic)? Please come forward.

21 A VOICE:

22 Ask him to state his name.

23 COLONEL LEE:

24 Would you state your name and
25 address and if you represent anybody

1 because I don't have a card on you for the
2 recorder.

3 MR. MCKARSKY:

4 Thank you, Colonel Lee. My name
5 is David McKarsky. I'm the the coastal
6 zone management administrator for St.
7 Charles Parish.

8 Colonel Lee, I would just like to
9 reiterate --

10 COLONEL LEE:

11 I recognize you now, Dave. I'm
12 sorry.

13 MR. MCKARSKY:

14 Thank you.

15 Colonel Lee, I'd like to just
16 reiterate the parish's policy, St. Charles
17 Parish's policy on the tentatively selected
18 plan for hurricane protection.

19 On 2-20-84, St. Charles Parish
20 Council passed Resolution 2557 which
21 resolved the following, and I would just
22 read the resolves for the sake of time.

23 Now, therefore, be it resolved
24 that the St. Charles Parish Council hereby
25 give the support to the tentatively

AFFILIATED REPORTERS, INC.

OFFICIAL COURT REPORTERS
226 CARONDELET STREET
NEW ORLEANS, LOUISIANA 70130

1 selected plan as proposed.

2 Be it further resolved that the
3 Corps include a proposed mitigation plan as
4 part of the main report and consider
5 funding for implementation of management
6 recommendations for the LeBranch wetlands
7 north of the proposed levee alignment.

8 Colonel Lee, and ladies and
9 gentlemen, the St. Charles Parish Council,
10 local officials and its citizens advisory
11 committee has made considerable effort to
12 protect the area north of Airline Highway,
13 the LeBranch wetlands.

14 LeBranch wetlands are the
15 fourthmost productive estuarine area in the
16 entire state and the most protection -- the
17 most -- the productive estuarine area for
18 the Pontchartrain Basin.

19 We do feel that mitigation,
20 though, is required and should be made a
21 part of the full report. We do wish that
22 mitigation be spent in St. Charles Parish.
23 We feel that a separation of the report,
24 the mitigation report, from the main report
25 would limit the chance of that study to

AFFILIATED REPORTERS, INC.

OFFICIAL COURT REPORTERS
226 CARONDELET STREET
NEW ORLEANS, LOUISIANA 70130

1 be successfully implemented and funded.

2 St. Charles Parish just received
3 a coastal energy impact grant from the --
4 which was supported by the State and the
5 Federal Government, and within six to
6 twelve months the parish will have -- cite
7 specific mitigation recommendations for
8 north of Airline Highway.

9 We wish that the Corps consider
10 those recommendations when they are
11 finalizing their mitigation report.

12 Thank you.

13 COLONEL LEE:

14 Thank you.

15 I'd only encourage you to do that
16 as rapidly as we can so that we can address
17 those, review them for you. Thank you.

18 Is there anyone else who has not
19 filled out a card who would like to make
20 comments at this time?

21 (NO RESPONSE)

22 COLONEL LEE:

23 I'd like to remind everybody that
24 the record will stay open through the 11th
25 of May, so if anybody has additional

AFFILIATED REPORTERS, INC.

OFFICIAL COURT REPORTERS
226 CARONDELET STREET
NEW ORLEANS, LOUISIANA 70130

1 comments, separate comments, they want to
2 make part of the report, then please get
3 them in to the New Orleans district, the
4 planning division, before the close of
5 business on the 11th of May, unless that's
6 a holiday and it may very well be.

7 When is the 12th of May? That's
8 when the fair opens, so we should know
9 that, I guess.

10 As I said earlier, much of the
11 staff which has worked on this report is
12 sitting over here, so if you have specific
13 questions in technical areas that you
14 didn't bring up in the public meeting but
15 you'd like to ask them, we'll remain here
16 for a few minutes.

17 Thank you --

18 A VOICE:

19 May 12th is a Saturday.

20 COLONEL LEE:

21 May 12th is a Saturday, so the
22 11th is a good day.

23 Thank you for coming. We
24 appreciate your comments and input.

25 End Tape 1, Side 2
(End of transcript)

AFFILIATED REPORTERS, INC.

OFFICIAL COURT REPORTERS
226 CARONDELET STREET
NEW ORLEANS, LOUISIANA 70130

V. WRITTEN STATEMENTS

(Exhibits)

List of Exhibits

- A. Evelyn Fotiades Poulos
Joan Fotiades
Julie Fotiades
- B. M. L. Cambre, St. Charles Environmental Council
- C. Edgar F. Veillon, Louisiana Wildlife Federation, Inc.
- D. Charles Torres
- E. David Acheson III, Sierra Club, Delta Chapter
Joan Phillips
- F. Oliver A. Houck
Bill Monteleone
- G. (Similar Statements)
Mary C. McNamara
Michael Halle
Sherman Brown M.D.
E. Allen Bealer
G. S. Hemandy
A. Zighelbony
L. Upton
Danella Hero
Chuck Blovin
Lydia Guillot
Marie Anderson
A. Cutler
Christopher Hicks
Gloria Smith
J. P. Sevenair
R. Eddy III
A. Byerly
Catherine Graudin
E. Metz
Rosalie de Bessonnet
W. King
Ann Duffy
Mereditry Harnish
Mary C. McNamara
Mary Ellen Baker
Nancy S. Bonsfield
Janice G. Tramontana
Cornell J. Tramontana
A. Villais
- H. William Slatten, Orleans Levee District

- I. Aubrey J. LaPlace, Pontchartrain Levee District
- J. Charlotte Fremaux, League of Women Voters
- K. Richard J. Hoogland, National Marine Fisheries Service
- L. Harold Schoeffler, Save Our Coast
Donald Parry
A. Hitter
- M. Fish and Wildlife Service
- N. Clio Sportsman's League
- O. Sherwood M. Gagliano, Coastal Environments, Inc.
- P. Louisiana Department of Wildlife and Fisheries

EXHIBIT A

MRS. HARRY FOTIADES
1631 VALMONT STREET
NEW ORLEANS, LA. 70115

May 12, 1984

Colonel Robert C. Lee
Corps of Engineers
Post Office Box 60267
New Orleans, La. 70160

RE: Proposed Levee
St. Charles Parish

Dear Colonel Lee,

We would like the levee to be as far from Airline Highway, and as close to the lake as possible.

As property owners, we are requesting this in order to protect a larger area of our property.

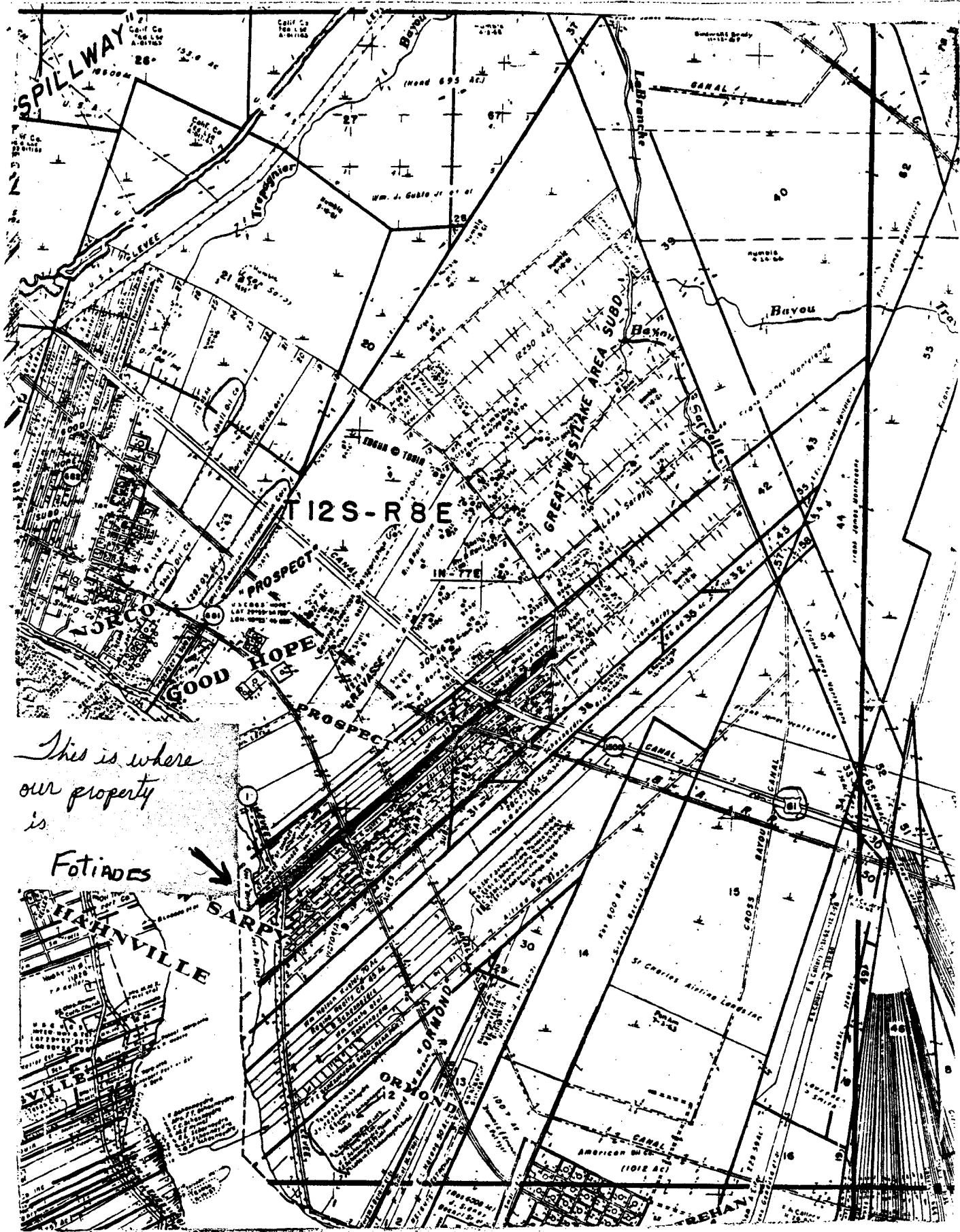
Thank you for your consideration in this matter.

Sincerely,

Evelyn Fotiades Poulos
Evelyn Fotiades Poulos

Joan Fotiades
Joan Fotiades

Julie Fotiades
Julie Fotiades



*This is where
our property
is*

FOTIADES

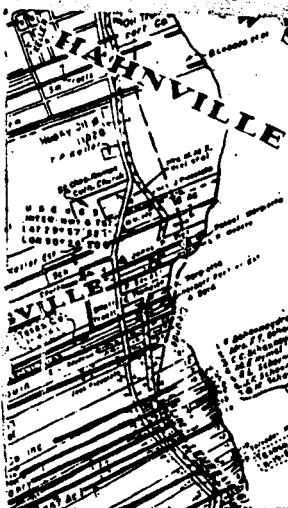


EXHIBIT B

ST. CHARLES ENVIROMENTAL COUNCIL
402 Marino Dr.
Norco, La.

May 9, 1984

Colonel Robert C. Lee
District Engineer
Corps of Engineers
P. O. Box 60267
New Orleans, LA. 70160

RE: Lake Pontchartrain & Vicinity
Hurricane Protection Project

Dear Colonel Lee:

We would like to make the following recommendations concerning the selection of the High Level Plan for the Lake Pontchartrain & Vicinity Hurricane Protection Project. We concur with the high level plan and offer the following comments:

That the Corps build the levee for the New Orleans East levee along the Maxent Canal. Since developmental easements have not been considered on this tract, raising existing levees to protect these flood prone areas will almost certainly lead to development in the future eliminating important wetlands and storm buffer zones.

That alternative plans be taken to eliminate the deep borrow pits in Lake Pontchartrain for construction of the Jefferson Parish Levee. These deep pits will most certainly have an adverse impact on the lake. The pumping of sand from the Mississippi River should be considered to fill these pits if no suitable clays can readily be found to construct the levee.

That the St. Charles levee be built adjacent to U.S. 61 and given a high priority for early construction and that mitigation measures should be directed to St. Charles Parish. The Parish has recently received a federal grant for a marsh management plan. The Parish CZM committee has recommended several closures along Lake Pontchartrain and that shoreline erosion is a problem that needs immediate attention. We would like to see the Corps move rapidly on this project so that long rang planning necessary for a comprehensive drainage plan for the area South of the proposed levee alignment is begun.

Yours truly,



M. L. Cambre, President

EXHIBIT C



Louisiana Wildlife Federation, Inc.

P.O. BOX 16089 LSU
BATON ROUGE, LOUISIANA 70893
504/355-1871

April 12, 1984

Colonel Robert C. Lee
District Engineer
New Orleans District
Corps of Engineers
P.O. Box 60267
New Orleans, Louisiana 70160

Re: Lake Pontchartrain, Louisiana and Vicinity Hurricane Protection Project

Dear Colonel Lee:

My name is Edgar F. Veillon and my remarks this evening are in my capacity as Co-Chairman of the Wetlands Committee of the Louisiana Wildlife Federation, Inc.. We would like to thank the Corps for granting our request for a public hearing on the Draft Main Report and Supplement to the Environmental Impact Statement for the Lake Pontchartrain, Louisiana, and Vicinity Hurricane Protection Project. We feel it was a wise decision.

The Louisiana Wildlife Federation, Inc. is the largest citizen conservation organization in the state with approximately 80 affiliate sportsmens clubs and 7,000 members throughout Louisiana. Over 3,000 of these members and 25 affiliates are domiciled within or immediately adjacent to the project area. The Federation has had a long-standing interest in the fish and wildlife resources of the Pontchartrain Basin. The proposed hurricane protection project has the potential to cause substantial degradation to the Lake's ecosystem if ample consideration is not given to resource protection in the project design and construction.

We believe the Corps has made the correct decision in opting for the High Level Plan over the barrier plan. The Barrier Plan was much to risky, in our opinion, in terms of engineering feasibility, safety and ecosystem preservation. We feel that the High Level Plan, though also damaging to the environment, is more predictable in its effects and therefore, measures to lessen the adverse impacts can be more precisely determined.

Our comments in response to the previous solicitation of public comment on this project by your agency in October of 1981 emphasized our concern over the potential for the project to mislead citizens into the belief that, once constructed, the project will sufficiently protect them from any hurricane that would hit the area.



Louisiana Wildlife Federation, Inc.

P.O. BOX 16089 LSU
BATON ROUGE, LOUISIANA 70893
504/355-1871

page 2


As we stressed then, and reiterate now, the only way to be safe from a hurricane is to get out of its way. We urge the Corps to include and emphasize development restrictions in high risk areas and evacuation contingencies as an integral part of this hurricane protection plan. Anything less is irresponsible and an invitation to disaster.

After thoroughly reviewing the Draft Supplement to the EIS for the TSP, we are concerned primarily with 3 issues. First of all, the levee proposed for St. Charles Parish will encourage development of several thousand acres of wetlands. If the citizens of St. Charles Parish wish that such a levee be constructed, it is our recommendation that the levee be aligned immediately adjacent to Airline Highway (U.S. 61) and that culverts or other kinds of water exchange devices be built into the levee to insure adequate drainage and nutrient transport through the levee.

The TSP calls for pumping fill from the bottom of Lake Pontchartrain to build the Jefferson Parish levee. Implementation of this plan would create several miles of deep trenches offshore from Jefferson Parish. Lake Pontchartrain, as you know, is already beleaguered by pollution and other degradations and abuses. These trenches would further degrade the Lake at a time when efforts are finally beginning to improve the Lake. We recommend that the Corps select an alternative that will avoid the creation of deep trenches in Lake Pontchartrain. Perhaps levee design might be streamlined to require less fill while still providing adequate protection, and a combination of hauled and pumped fill could be used so as to minimize disruption and degradation of the lake bottom. If no alternatives to the proposed trenches can be found, a thorough evaluation of the impact that the holes will have on fisheries habitat should be made so that adequate mitigation can be proposed to offset the damages.

On page 31 of the EIS mitigation is discussed, however no specific mitigation plan is offered even though a cost figure for mitigation is given on page 124 of the Main Report. We object to the implementation of this project unless a fully defined and adequate mitigation plan is developed and simultaneously funded and implemented. You may want to consider the reestablishment of tidal exchange to the wetlands of New Orleans East and the preservation of the wetlands in that area as potential mitigation for this project.

That concludes the Federation's comments on the hurricane levee project proposal. Thank you for the opportunity to participate in the development of the final report.

Sincerely,

Edgar F. Veillon
Co-Chairman
Wetlands Committee
LWF, Inc.



Louisiana Wildlife Federation, Inc.

P.O. BOX 16089 LSU
BATON ROUGE, LOUISIANA 70893
504/355-1871

May 9, 1984

Colonel Robert C. Lee
District Engineer
New Orleans District
Corps of Engineers
P. O. Box 60267
New Orleans, Louisiana 70160

Dear Colonel Lee:

On behalf of the Louisiana Wildlife Federation, I would again like to express my appreciation for your granting our request for a public hearing for the Lake Pontchartrain, Louisiana, and Vicinity Hurricane Protection project. At the public hearing, virtually every speaker made at least one of the following four recommendations:

1. That the St. Charles Parish alignment be either south of Airline Highway (U.S. Highway 61) or immediately adjacent to the north side of the Airline Highway right-of-way and have gated openings that will be operated so that water circulation and movement of estuarine organisms in this area will be maintained during non-hurricane periods.
2. That the Jefferson Parish lakefront levee be made narrower and constructed with hauled clay fill.
3. That modifications to the existing gated water control structures in New Orleans East be made to re-establish usage of the 13,000-acre New Orleans East wetland area by estuarine organisms, and/or construct the Maxent Canal levee alignment rather than the authorized alignment.
4. That a specific mitigation plan be developed and implemented that will compensate for all past and future damages associated with this project and that mitigation be made a project feature of a final plan forwarded to Washington.

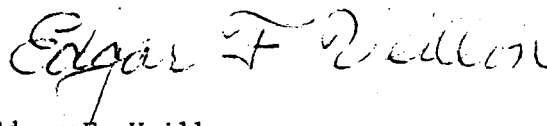
These recommendations appear to be the reasonable desires of several state and federal agencies, numerous organizations, and a number of individuals who were present at the public hearing. The Louisiana Wildlife Federation is interested in knowing how the Corps of Engineers plans to consider and/or implement the aforementioned recommendations. We are also interested in knowing the schedule for completion of the final main report and supplement to the environmental

Colonel Robert C. Lee
May 9, 1984
Page 2

impact statement, i.e., the anticipated date of completion of these reports prior to their being forwarded for higher-level review, the date the change from the barrier to high-level plan is authorized, the target date for onset of construction, and an estimate of the date of completion. What is the anticipated schedule for developing and implementing a mitigation plan that will compensate for project-related losses to fish and wildlife? Finally, how does this mitigation schedule comply with the schedule set forth in the Fish and Wildlife Coordination Act and National Environmental Policy Act which require that mitigation be planned, funded, and constructed concurrent with other project features?

A response to these questions at your earliest convenience will be appreciated.

Sincerely,



Edgar F. Veillon
Co-Chairman
Wetlands Committee

EFV:sp

cc: Senator Russell Long
Senator J. Bennett Johnston
Representative Lindy Boggs
Representative W.J. "Billy" Tauzin
Representative Bob Livingston
James T. B. Tripp, Environmental Defense Fund
Oliver Houck

EXHIBIT D

May 10, 1984

COL. ROBERT LEE

NEW ORLEANS DISTRICT CORPS OF ENG.

P.O. Box 60267

NEW ORLEANS, LA. 70160

DEAR COL. LEE,

I WOULD LIKE TO REGISTER MY SUPPORT OF THE LEVEE ALIGNMENT, IN ST. CHARLES PARISH, IMMEDIATELY NORTH OF AIRLINE HIGHWAY. THE LAKESHORE ALIGNMENT WILL ONLY FOSTER A TAXPAYER FUNDED LAND DEVELOPMENT PROJECT.

THANK YOU FOR THE OPPORTUNITY TO COMMENT.

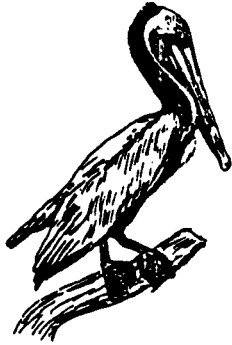
Charles Torres

CHARLES TORRES

327 MARINO DR.

NORCO, LA. 70079

EXHIBIT E



SIERRA CLUB, DELTA CHAPTER

May 4, 1984

1335 Gardena Dr.
N.O., La. 70122

Department of the Army
New Orleans District Corps of Engineers
P.O. Box 60267
New Orleans, Louisiana 70160
attn: Planning Division-Plan Formation Branch

Dear Gentleman:

On behalf of the New Orleans Group Executive Committee of the Sierra Club, Delta Chapter, we wish to make a statement regarding the US Army Corps of Engineers Lake Pontchartrain, Louisiana and Vicinity Hurricane Flood Protection Project (the Project).

We are very pleased that the Corps held another public hearing to review the latest design changes for the Project. In all fairness, the significance of the changes warranted it.

In general, the new plans for the Project are favored by the club. We specifically favor 1) the scheduled public hearing to review the detailed mitigation plan being developed and the new Environmental Impact Statement, and 2) the decision to preserve the St. Charles Parish wetlands between Airline Highway and the lakefront by building the levee along the north side of the highway.

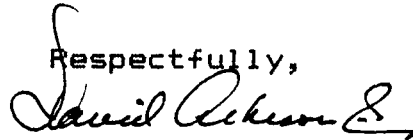
Not favored are the plans for the New Orleans East wetlands. We believe that these 13,000 acres of wetlands should not be enclosed by the Project. This exclusion will better preserve the



natural habitat of the wetlands, discourage drainage and development of the area, and most importantly retain vital drainage areas so important in reducing the flooding from heavy rains. As more development occurs in the greater NO area this problem worsens. For these reasons, we recommend the Corps cease construction of the boundary levees and begin construction of the Maxent Canal Alignment alternative.

In conclusion, we wish to thank you for considering our interests and again for holding the public hearing. We look forward to reviewing the mitigation plan in 1985.

Respectfully,



David Acheson III
Secretary-Executive Comm
New Orleans Group of the



SIERRA CLUB, DELTA CHAPTER

SHALLOW WATER ECOSYSTEMS

Rezneat M. Darnell

Department of Oceanography, Texas A & M University
College Station, Tx. 77843

Nowhere else in the world are the shallow water coastal ecosystems so extensive and so varied as those along the U.S. coast of the Gulf of Mexico. These ecosystems are made up of a series of interactive subsystems which include the following habitat types: fresh, brackish and saltwater marshes; mud and sand flats; tidal creeks; open water bays, estuaries, and lagoons; and barrier beaches. The food and energy which fuel the aquatic systems is derived from decomposition of marsh grass, open water phytoplankton, and microscopic algae which grow upon the mud and sand flats exposed at low tide. Of these three nutrient sources, the coastal marshes have been shown to be far and away the most important in determining the production of fishes, shrimp, crabs, and mollusks which make up the commercial harvest. Most of the scientific research which has demonstrated these facts has been carried out in coastal Louisiana, and especially in Lake Pontchartrain where the linkage of marsh-derived organic detritus and fishery production was first clearly demonstrated.

With the encroachment of civilization the shallow water ecosystems have been subjected to various forms of environmental deterioration. Among the most significant environmentally destructive agents are the following:

-Modification of natural water flow regimes. Upstream damming of rivers and water diversions have deprived coastal wetlands of normal water inputs, and they have modified the natural seasonal patterns of water flow.

-Leveeing and filling of marshlands. Much acreage of natural coastal marshland has been lost by direct levee and fill for industrial and residential developments.

-Leveeing of streams. Creation of extensive streambank levees has deprived many coastal wetlands of natural siltation from annual flooding. In a subsiding landscape the lack of annual silt nourishment has resulted in much wetland loss and has led to widespread saltwater intrusion.

-Canalization of marshlands. Natural drainage creeks through coastal marshlands follow tortuous dendritic patterns. Canals are deeper and follow straight line paths. They are often bounded by spoil banks which block sheet flow runoff through the marshes. Canal banks undergo slumping which leads to canal widening and more wetland loss. The encroaching saltwater brings into the marsh much sulfate which, in the organic-rich environment of the marsh, becomes chemically reduced to sulfide, and particularly to hydrogen sulfide. This extremely toxic gas is soluble in water and creates vast dead zones in the once habitable marshlands.

-Dredging activities. Although not all dredging is detrimental, in the worst cases it can result in channels and spoil banks in the water which interrupt natural circulation patterns, and spoil fill areas on the marshland which destroy valuable marsh habitat.

-Beach and dune destruction. Heavy human traffic and waterfront construction can destroy beaches and dunes. In addition, waterfront structures are highly vulnerable to damage from the force of storms and hurricanes.

-Construction of blind boat slips. Blind waterways show very poor water circulation, and this leads to anoxic conditions which become devoid of higher marine life.

-Chemical pollution. A vast array of chemical species is being dumped into the nation's
GULF OF MEXICO--TRENDS FOR THE 80's

7:2

waterways, and these are all eventually transported downstream into the coastal wetlands. Among the worst offenders is domestic sewage derived from irresponsible coastal communities. In addition to contamination by coliform bacteria, heavy loads of nitrogen and phosphorus cause over-fertilization or eutrophication of the coastal waters. This leads to changes in the phytoplankton: from beneficial diatoms to bluegreen algae and finally to noxious dinoflagellates. Under severe domestic pollution the bays and estuaries develop anoxic dead zones, as has already occurred in Tampa Bay and Lake Pontchartrain.



All of the above problems are now occurring in coastal Louisiana, and many are affecting the wetlands around the New Orleans area. Under pressure from increased population and industrial activity, such problems can be expected to become much worse very fast. To circumvent these problems before they become intolerable and much more expensive to remedy, the following immediate steps are recommended.

1. There must be an emergence of informed, vocal, and visible leadership in local environmental matters. Such organizations as the Sierra Club, Ecology Center, Nature Center and higher educational institutions must take the lead in public education, formulation of issues, and development of strong public support for environmental protection measures.

2. Immediate attention should focus upon the following specific issues:

a. Protection of the remaining wetlands associated with Lake Pontchartrain and Lake Borgne. All efforts to destroy marshlands (by levees, real estate and industrial development, canals, and related projects) must be vigorously opposed. This is especially true for marshland east of New Orleans proper, marshes north of the Lake, and the marshes of St. Bernard Parish south of Lake Borgne, all of which are extremely important in supporting the marine life of the area.

b. Creation of locks at the north end of the Industrial Canal to prevent the saltwater and extremely toxic industrial chemicals from entering Lake Pontchartrain. Once in the Lake, such pollutants are trapped, and throughout time they will continue to build up if remedial action is not taken.

c. Diversion of Jefferson Parish sewage from Lake Pontchartrain to the Mississippi River. The Lake simply cannot become a cesspool and local health hazard.

d. Diversion of New Orleans storm drain water from Lake Pontchartrain into the Industrial Canal (after locks are in place) or directly into the Mississippi River. A vast array of chemical pollutants derives from storm sewers including lead and oils from vehicular traffic, pesticides, and industrial chemicals. Although the City of New Orleans has traditionally pumped its storm drain waters into the Lake, this will become a progressively less viable option as the population and pollution levels increase. Delay will simply force the inevitable changeover to occur at a later time when the project will be far more costly to the community.

The formula for a healthy environment, here as elsewhere, involves the effective union of scientific knowledge, environmental leadership, a sympathetic press, and an informed and active citizenry. This combination has been slow in coming in the New Orleans area, and the price has been a great and irretrievable loss of the local natural resource base. Are we now ready to get on act together?





SIERRA CLUB, DELTA CHAPTER

922 Octavia Street
New Orleans, LA 70115

April 12, 1984

Colonel Robert C. Lee
District Engineer
U. S. Army Corps of Engineers
P. O. Box 60267
New Orleans, LA 70160

RE: Lake Pontchartrain, Louisiana and Vicinity Hurricane Protection Project

Dear Colonel Lee,

Lake Pontchartrain is an area of special interest for the Sierra Club. Any activity effecting the health of the Lake is important to our group. We have requested an EIS be written on the Lake whenever there is a project which would have significant effects on the Lake, such as this hurricane protection levee or shell dredging. We are anxious to also hear of the suggestions by Coastal Environmentalists for Lake Pontchartrain as an Area of Special Concern. We must not continue to piecemeal the Lake to death so we ask, Special Area status and discussion for this area as a whole.

Your request for comments on the hurricane protection does illicit, even before such an ongoing EIS is complete, some very pertinent remarks. We agree that the High Level Plan, for hurricane protection is far less costly and less damaging to fish and wildlife than the Barrier Plan. Therefore, we can at this time, recommend that the High Level Plan be implemented over the Barrier Plan. It's also significant that your own data indicates that the health of the Lake is effected by this project. Why worry about the health of the Lake? Who will want to live behind these levees we are building if we have a smelly, algae filled body of water to look out at?

We ask that every possible alternative to loss of habitat be implemented. This is the only way we'll save the health of this Lake. Please remember and take heed of Dr. Reznat M. Darnell's, Department of Oceanography, Texas A & M University comments at Tulane University during the Sierra Club's Conference of the Gulf of Mexico, which I submit as part of this record. He reminds us that dead zones and environmental degradation occur in Shallow Water Ecosystems, such as Lake Pontchartrain, by varied activities, including levying and filling of marsh and dredging which disturbs water circulation patterns.





SIERRA CLUB, DELTA CHAPTER

922 Octavia Street
New Orleans, LA 70115

April 12, 1984

Colonel Robert C. Lee
District Engineer
U. S. Army Corps of Engineers
P. O. Box 60267
New Orleans, LA 70160

RE: Lake Pontchartrain, Louisiana and Vicinity Hurricane Protection Project

Dear Colonel Lee,

Lake Pontchartrain is an area of special interest for the Sierra Club. Any activity effecting the health of the Lake is important to our group. We have requested an EIS be written on the Lake whenever there is a project which would have significant effects on the Lake, such as this hurricane protection levee or shell dredging. We are anxious to also hear of the suggestions by Coastal Environmentalists for Lake Pontchartrain as an Area of Special Concern. We must not continue to piecemeal the Lake to death so we ask, Special Area status and discussion for this area as a whole.

Your requests for comments on the hurricane protection does illicit, even before such an ongoing EIS is complete, some very pertinent remarks. We agree that the High Level Plan, for hurricane protection is far less costly and less damaging to fish and wildlife than the Barrier Plan. Therefore, we can at this time, recommend that the High Level Plan be implemented over the Barrier Plan. It's also significant that your own data indicates that the health of the Lake is effected by this project. Why worry about the health of the Lake? Who will want to live behind these levees we are building if we have a smelly, algae filled body of water to look out at?

We ask that every possible alternative to loss of habitat be implemented. This is the only way we'll save the health of this Lake. Please remember and take heed of Dr. Rezneat M. Darnell's, Department of Oceanography, Texas A & M University comments at at Tulane University during the Sierra Club's Conference of the Gulf of Mexico, Which I submit as part of this record. He reminds us that dead zones and environmental degradation occur in Shallow Water Ecosystems, such as Lake Pontchartrain, by varied activities, including levying and filling of marsh and dredging which disturbs water circulation patterns.



Suggestions for this project to save the wetlands in and around this Lake and avoiding water circulation disturbance.

1. We recommend the use of the alternative Maxent Canal Alignment in the New Orleans East area. This alignment would only protect existing development and keep wetland areas wet which are needed to preserve the health of the Lake.

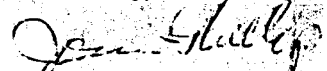
2. In the St Charles Parish area, the levee should again only protect the existing development north of Airline Highway. The valued recreational and natural wildlife areas should be maintained. Water circulation must be continued during non-hurricane periods by having gated openings which can remain open.

3. The Jefferson Parish lakefront levee should be made narrower than proposed in this plan and its construction should be with hauled clay fill, not making dead holed barrow pits which will stop water flow.

Finally, the Sierra Club must insist, according to the law, that the Corps develop a specific mitigation for this project. The Corps should develop and incorporate in the High Level Plan, a specific plan that compensates for all past and future project damages to fish and wildlife. Mitigation must become a feature of any final hurricane protection plan. We suggest as part of that mitigation plan a way that will help assure areas around the Lake will remain wet. We again suggest the plan for mitigation accepted by the Orleans Coastal Zone Advisory Committee be implemented in the Lake area as a whole. This idea suggests that a unit of water related development must be compensated by two (2) units for preservation which can only revert to a developed parcel, if the original developed parcel is returned to it's natural state. Areas which we would like to see preserved include, the St Charles Parish Marsh.

I trust that you and all public officials, including Governor Edwards and state officials interested in Coastal Zone Management will take these recommendations to heart and implement them to correct: 1. some of the faults of the Corps plan for hurricane protection and 2. the Lake's problems as a whole. We also take this opportunity to implore the Corps and Governor Edwards to show strong leadership which will force the already established Citizens' Advisory Committee, local and state government offices and the CZM office to sit down together tomorrow and save this special area of the Coastal Zone. We still feel that before any plan is implemented that a complete EIS must be implemented for the Lake area which will assure a multi-purpose plan for the area which includes, enough protection to save the health of the area, the renewable resource features of the area and the recreational nature of the area.

Sincerely,



Joan Phillips
N O Sierra Club
Wetlands Chair



EXHIBIT F

Tulane

Tulane Law School
Joseph Merrick Jones Hall
Tulane University
New Orleans, Louisiana 70118

Faculty

April 16, 1984

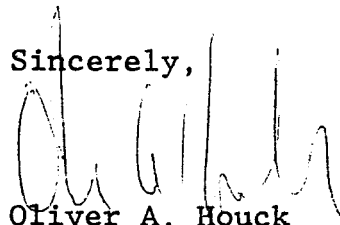
Colonel Robert C. Lee
District Engineer
U. S. Army Corps of Engineers
P. O. Box 60267
New Orleans, LA 70160

Re: Lake Pontchartrain Hurricane
Protection Project: supplement
to oral remarks at public
hearing, April 13, 1984

Dear Colonel Lee:

Thank you for the opportunity to present testimony at the above-referenced hearing. At the hearing, following remarks by a representative of the Louisiana Department of Wildlife and Fisheries concerning the proposed location of the protection levee in St. Charles Parish, I read into the record a portion of a letter from a St. Charles landowner to the Department concerning the same levee alignment. I also indicated that I would supply the letter in full for your record. Please find that letter enclosed.

Sincerely,



Oliver A. Houck
Professor of Law

OAH/rsr

cc: enclosure

William A. Monteleone, President & Managing Director

William A. Monteleone, Jr., Vice-President

From the office of:
William A. Monteleone,
President and
Managing Director



The Monteleone

Area Code 504
Tel. 523-3341
Zip Code 70140

214 Rue Royale • New Orleans, U. S. A.

March 1, 1984

Mr. Allan Ensminger
Louisiana State Wild Life & Fisheries
Post Office Box 15570
Baton Rouge, Louisiana 70895

Dear Allan:

As of late, I have been attempting to bring myself up to date on the subject of the St. Charles Parish East Bank hurricane protection levee. To the best of my understanding, it appears that the location of this levee is proposed to run some minimal distance north of the Airline Highway, and parallel to same. With this information, some of the other landowners and myself, representing a majority of ownership of the St. Charles Land Syndicate, are hoping that you and some of the members of the Marsh Duck Club, might agree with us that the relocation of this proposed levee will be more advantageous for all duck hunters, and to the parish in general.

Our feeling is that the locating of the levee just north of the Airline will basically condemn our marsh to severe salt water intrusion for many, many years to come. I think we will all agree that this rapid movement of Lake Pontchartrain water back and forth into the marsh is destroying vegetation, and consequently each year our duck hunting seems to get poorer and poorer.

Now, it is my personal feeling that if the levee were located immediately on the lakeshore as it was once planned, and to replace the old Hammond Highway canal levee, as it was some 20 years ago, that we could contain a fine fresh water marsh as it was in the good old days. I feel that as suggested sometime ago, a flood gate system would be necessary. This of course, would mean keeping the brackish water out, and attempting to maintain a fresh water level within the whole marsh. We feel also that this approach is fully in accord with our State Constitution.

We hope that most of you will agree with this approach, and that together we, hopefully will be able to save our marsh.




Largest Hotel in the Fabulous French Quarter

Now, if the levee is to be constructed just north of the Airline Highway, and the marsh is to become a fish hatchery, which has been noted by environmentalist, then the landowners must re-evaluate their position. The hunting leases, as you well know, produce very minimal income, and the trapping lease produces nothing, except that our friend, Mac Plaisance, attempts to catch as many nutria as possible, in an effort to keep them from destroying what little vegetation is left.

With these facts before me, and the deteriorating duck hunting, I have made a very unhappy decision. I personally feel again that if the levee is to be placed along the Airline, it is incumbent upon me to recommend to the other owners of Land Syndicate that we should sell our land to the State, and allow it to become a State refuge, and of course, make the marsh available to the general public. This resort is very distasteful to me because I, as well as all of you, have enjoyed the privacy of our marsh. Unfortunately, as times and conditions change, so must we.

Again, working together with the Parish, Corp of Engineers, etc., maybe we can salvage something.

Yours truly,



BILL MONTELEONE

WAM/mtb

COPY:

Edwin Edwards
Clyde A. Gisclair
Charles C. Wilson
Kevin Frielou
Emile St. Pierre
A. H. Lewis
Ralph Schexnayder
Ira R. Landry
Allan B. Carmouche
Ed Lowrey

EXHIBIT G

Addresses:

Michael Halle
520 Esplanade
N. O. LA 70116

Sherman Brown, M. D.
5524 Prytania St.
N. O. LA 70115

E. Allen Bealer
2827 Aubry St.
N. O. LA 70119

G. S. Hemandy
5607 Prytania St.
N. O. LA 70115

A. Zighelbony
1000 Adams
N. O. LA 70118

L. Upton
1817 Soniat St.
N. O. LA 70115

Danella Hero
4631 Prytania Apt. C
N. O. LA 70115

Chuch Blouin
520 A Esplanade
N. O. LA 70116

J. G. Tramontana
1439 Louisiana Ave. Apt. C
N. O. LA 70115

Lydia Guillot
310 Highway Drive
Jefferson, LA 70121

Marie Anderson
4132 Laire B
Kenner, LA 70065

A. Cutler
709 W. Esplanade
Metairie, LA 70005

Christopher Hicks
5911 Airline Hwy.
Metairie, LA 70003

Gloria Smith
118 Circle West Drive
Westwego, LA 70094

J. P. Sevenair
261 Jules #38
Jefferson, LA 70121

R. Eddy III
3201 St. Charles Ave.
N. O. LA 70115

A. Byerly
3550 Coliseum St. #21
N. O. LA 70115

Cathering Gaudin
7004 Marshall Foch
N. O. LA 70124

Janice Framontana
Cornell Framontana
1439 Louisiana Ave.
Apt. C
N. O. LA 70115

E. Metz
6648 Sheffield Ave.
Baton Rouge, LA 70806

Rosalie de Bessonnet
100 Rhodes Ave.
N. O. LA 70114

W. King
2118 Audubon St.
N. O. LA 70118

Ann Duffy
4732 Baccich St.
N. O. LA 70122

Meredith Harnish
2731 Clover St.
N. O. LA 70122

Mary C. McNamara
214 Central Ave.
Jefferson, LA 70121

May 6, 1984

U.S. Army Corps Of Engineers
P.O. Box 60267
New Orleans, LA 70160

RE: LMNPD-F

I wish to make a statement regarding the U.S. Army Corps Of Engineers Lake Pontchartrain, Louisiana and Vicinity Hurricane Flood Protection Project (the Project).


I am very pleased that the Corps held another public hearing to review the latest design changes for the Project. In all fairness, the significance of the changes warranted it.

In general, I favor the new plans for the Project: specifically 1) the scheduled public hearing to review the detailed mitigation plan being developed and the new Environmental Impact Statement, and 2) the decision to preserve the St. Charles wetlands between Airline Highway and the lakefront by building the levee along the north side of the highway.

Not favored are the plans for the New Orleans East wetlands. I believe that these 13,000 acres of wetlands should not be enclosed by the Project. This exclusion will better preserve the natural habitat, discourage development of the area, and most importantly retain vital drainage areas so important in reducing the flooding from heavy rains. As more development occurs in the greater N.O. area this problem worsens. For these reasons, we recommend the Corps cease construction of the boundary levees and begin construction of the Maxent Canal Alignment alternative.

In conclusion, I wish to thank you for considering my interest and again for holding the public hearing. I look forward to reviewing the mitigation plan in 1985.

Respectfully,



May 6, 1984

U.S. Army Corps Of Engineers
P.O. Box 60267
New Orleans, LA 70160

RE: LMNPD-F

I wish to make a statement regarding the U.S. Army Corps Of Engineers Lake Pontchartrain, Louisiana and Vicinity Hurricane Flood Protection Project (the Project).

I am very pleased that the Corps held another public hearing to review the latest design changes for the Project. In all fairness, the significance of the changes warranted it.

In general, I favor the new plans for the Project: specifically 1) the scheduled public hearing to review the detailed mitigation plan being developed and the new Environmental Impact Statement, and 2) the decision to preserve the St. Charles wetlands between Airline Highway and the lakefront by building the levee along the north side of the highway.

Not favored are the plans for the New Orleans East wetlands. I believe that these 13,000 acres of wetlands should not be enclosed by the Project. This exclusion will better preserve the natural habitat, discourage development of the area, and most importantly retain vital drainage areas so important in reducing the flooding from heavy rains. As more development occurs in the greater N.O. area this problem worsens. For these reasons, we recommend the Corps cease construction of the boundary levees and begin construction of the Maxent Canal Alignment alternative.

In conclusion, I wish to thank you for considering my interest and again for holding the public hearing. I look forward to reviewing the mitigation plan in 1985.

Respectfully,

Mary Ellen Baker

May 6, 1984

U.S. Army Corps Of Engineers
P.O. Box 60267
New Orleans, LA 70160

-RE: LMNPD-F

I wish to make a statement regarding the U.S. Army Corps Of Engineers Lake Pontchartrain, Louisiana and Vicinity Hurricane Flood Protection Project (the Project).

I am very pleased that the Corps held another public hearing to review the latest design changes for the Project. In all fairness, the significance of the changes warranted it.

In general, I favor the new plans for the Project: specifically 1) the scheduled public hearing to review the detailed mitigation plan being developed and the new Environmental Impact Statement, and 2) the decision to preserve the St. Charles wetlands between Airline Highway and the lakefront by building the levee along the north side of the highway.

Not favored are the plans for the New Orleans East wetlands. I believe that these 13,000 acres of wetlands should not be enclosed by the Project. This exclusion will better preserve the natural habitat, discourage development of the area, and most importantly retain vital drainage areas so important in reducing the flooding from heavy rains. As more development occurs in the greater N.O. area this problem worsens. For these reasons, we recommend the Corps cease construction of the boundary levees and begin construction of the Maxent Canal Alignment alternative.

In conclusion, I wish to thank you for considering my interest and again for holding the public hearing. I look forward to reviewing the mitigation plan in 1985.

Respectfully,

E. Allen Bealer

May 6, 1984

U.S. Army Corps Of Engineers
P.O. Box 60267
New Orleans, LA 70160

RE: LMNPD-F

I wish to make a statement regarding the U.S. Army Corps Of Engineers Lake Pontchartrain, Louisiana and Vicinity Hurricane Flood Protection Project (the Project).

I am very pleased that the Corps held another public hearing to review the latest design changes for the Project. In all fairness, the significance of the changes warranted it.

In general, I favor the new plans for the Project: specifically 1) the scheduled public hearing to review the detailed mitigation plan being developed and the new Environmental Impact Statement, and 2) the decision to preserve the St. Charles wetlands between Airline Highway and the lakefront by building the levee along the north side of the highway.

Not favored are the plans for the New Orleans East wetlands. I believe that these 13,000 acres of wetlands should not be enclosed by the Project. This exclusion will better preserve the natural habitat, discourage development of the area, and most importantly retain vital drainage areas so important in reducing the flooding from heavy rains. As more development occurs in the greater N.O. area this problem worsens. For these reasons, we recommend the Corps cease construction of the boundary levees and begin construction of the Maxent Canal Alignment alternative.

In conclusion, I wish to thank you for considering my interest and again for holding the public hearing. I look forward to reviewing the mitigation plan in 1985.

Respectfully,

Nancy S. Bousfield

May 6, 1984

U.S. Army Corps Of Engineers
P.O. Box 60267
New Orleans, LA 70160

RE: LMNPD-F

I wish to make a statement regarding the U.S. Army Corps Of Engineers Lake Pontchartrain, Louisiana and Vicinity Hurricane Flood Protection Project (the Project).

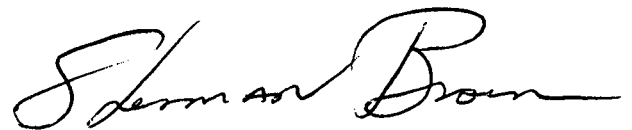
I am very pleased that the Corps held another public hearing to review the latest design changes for the Project. In all fairness, the significance of the changes warranted it.

In general, I favor the new plans for the Project: specifically 1) the scheduled public hearing to review the detailed mitigation plan being developed and the new Environmental Impact Statement, and 2) the decision to preserve the St. Charles wetlands between Airline Highway and the lakefront by building the levee along the north side of the highway.

Not favored are the plans for the New Orleans East wetlands. I believe that these 13,000 acres of wetlands should not be enclosed by the Project. This exclusion will better preserve the natural habitat, discourage development of the area, and most importantly retain vital drainage areas so important in reducing the flooding from heavy rains. As more development occurs in the greater N.O. area this problem worsens. For these reasons, we recommend the Corps cease construction of the boundary levees and begin construction of the Maxent Canal Alignment alternative.

In conclusion, I wish to thank you for considering my interest and again for holding the public hearing. I look forward to reviewing the mitigation plan in 1985.

Respectfully,



May 6, 1984

U.S. Army Corps Of Engineers
P.O. Box 60267
New Orleans, LA 70160

RE: - LMNPD-F

I wish to make a statement regarding the U.S. Army Corps Of Engineers Lake Pontchartrain, Louisiana and Vicinity Hurricane Flood Protection Project (the Project).

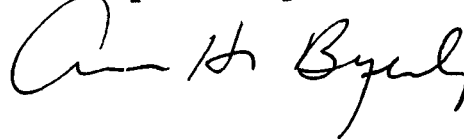
I am very pleased that the Corps held another public hearing to review the latest design changes for the Project. In all fairness, the significance of the changes warranted it.

In general, I favor the new plans for the Project: specifically 1) the scheduled public hearing to review the detailed mitigation plan being developed and the new Environmental Impact Statement, and 2) the decision to preserve the St. Charles wetlands between Airline Highway and the lakefront by building the levee along the north side of the highway.

Not favored are the plans for the New Orleans East wetlands. I believe that these 13,000 acres of wetlands should not be enclosed by the Project. This exclusion will better preserve the natural habitat, discourage development of the area, and most importantly retain vital drainage areas so important in reducing the flooding from heavy rains. As more development occurs in the greater N.O. area this problem worsens. For these reasons, we recommend the Corps cease construction of the boundary levees and begin construction of the Maxent Canal Alignment alternative.

In conclusion, I wish to thank you for considering my interest and again for holding the public hearing. I look forward to reviewing the mitigation plan in 1985.

Respectfully,



May 6, 1984

U.S. Army Corps Of Engineers
P.O. Box 60267
New Orleans, LA 70160

RE: LMNPD-F

I wish to make a statement regarding the U.S. Army Corps Of Engineers Lake Pontchartrain, Louisiana and Vicinity Hurricane Flood Protection Project (the Project).

I am very pleased that the Corps held another public hearing to review the latest design changes for the Project. In all fairness, the significance of the changes warranted it.

In general, I favor the new plans for the Project: specifically 1) the scheduled public hearing to review the detailed mitigation plan being developed and the new Environmental Impact Statement, and 2) the decision to preserve the St. Charles wetlands between Airline Highway and the lakefront by building the levee along the north side of the highway.

Not favored are the plans for the New Orleans East wetlands. I believe that these 13,000 acres of wetlands should not be enclosed by the Project. This exclusion will better preserve the natural habitat, discourage development of the area, and most importantly retain vital drainage areas so important in reducing the flooding from heavy rains. As more development occurs in the greater N.O. area this problem worsens. For these reasons, we recommend the Corps cease construction of the boundary levees and begin construction of the Maxent Canal Alignment alternative.

In conclusion, I wish to thank you for considering my interest and again for holding the public hearing. I look forward to reviewing the mitigation plan in 1985.

Respectfully,

Ressie O. deBessonet

May 6, 1984

U.S. Army Corps Of Engineers
P.O. Box 60267
New Orleans, LA 70160

RE: LMNPD-F

I wish to make a statement regarding the U.S. Army Corps Of Engineers Lake Pontchartrain, Louisiana and Vicinity Hurricane Flood Protection Project (the Project).

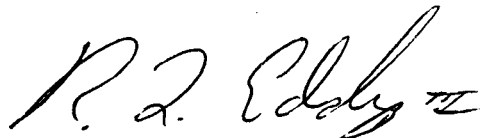
I am very pleased that the Corps held another public hearing to review the latest design changes for the Project. In all fairness, the significance of the changes warranted it.

In general, I favor the new plans for the Project: specifically 1) the scheduled public hearing to review the detailed mitigation plan being developed and the new Environmental Impact Statement, and 2) the decision to preserve the St. Charles wetlands between Airline Highway and the lakefront by building the levee along the north side of the highway.

Not favored are the plans for the New Orleans East wetlands. I believe that these 13,000 acres of wetlands should not be enclosed by the Project. This exclusion will better preserve the natural habitat, discourage development of the area, and most importantly retain vital drainage areas so important in reducing the flooding from heavy rains. As more development occurs in the greater N.O. area this problem worsens. For these reasons, we recommend the Corps cease construction of the boundary levees and begin construction of the Maxent Canal Alignment alternative.

In conclusion, I wish to thank you for considering my interest and again for holding the public hearing. I look forward to reviewing the mitigation plan in 1985.

Respectfully,



May 6, 1984

U.S. Army Corps Of Engineers
P.O. Box 60267
New Orleans, LA 70160

RE: LMNPD-F

I wish to make a statement regarding the U.S. Army Corps Of Engineers Lake Pontchartrain, Louisiana and Vicinity Hurricane Flood Protection Project (the Project).

I am very pleased that the Corps held another public hearing to review the latest design changes for the Project. In all fairness, the significance of the changes warranted it.

In general, I favor the new plans for the Project: specifically 1) the scheduled public hearing to review the detailed mitigation plan being developed and the new Environmental Impact Statement, and 2) the decision to preserve the St. Charles wetlands between Airline Highway and the lakefront by building the levee along the north side of the highway.

Not favored are the plans for the New Orleans East wetlands. I believe that these 13,000 acres of wetlands should not be enclosed by the Project. This exclusion will better preserve the natural habitat, discourage development of the area, and most importantly retain vital drainage areas so important in reducing the flooding from heavy rains. As more development occurs in the greater N.O. area this problem worsens. For these reasons, we recommend the Corps cease construction of the boundary levees and begin construction of the Maxent Canal Alignment alternative.

In conclusion, I wish to thank you for considering my interest and again for holding the public hearing. I look forward to reviewing the mitigation plan in 1985.

Respectfully,

Lydia Guillot

May 6, 1984

U.S. Army Corps Of Engineers
P.O. Box 60267
New Orleans, LA 70160

RE: LMNPD-F

I wish to make a statement regarding the U.S. Army Corps Of Engineers Lake Pontchartrain, Louisiana and Vicinity Hurricane Flood Protection Project (the Project).

I am very pleased that the Corps held another public hearing to review the latest design changes for the Project. In all fairness, the significance of the changes warranted it.

In general, I favor the new plans for the Project: specifically 1) the scheduled public hearing to review the detailed mitigation plan being developed and the new Environmental Impact Statement, and 2) the decision to preserve the St. Charles wetlands between Airline Highway and the lakefront by building the levee along the north side of the highway.

Not favored are the plans for the New Orleans East wetlands. I believe that these 13,000 acres of wetlands should not be enclosed by the Project. This exclusion will better preserve the natural habitat, discourage development of the area, and most importantly retain vital drainage areas so important in reducing the flooding from heavy rains. As more development occurs in the greater N.O. area this problem worsens. For these reasons, we recommend the Corps cease construction of the boundary levees and begin construction of the Maxent Canal Alignment alternative.

In conclusion, I wish to thank you for considering my interest and again for holding the public hearing. I look forward to reviewing the mitigation plan in 1985.

Respectfully,

Meredith Harwick

May 6, 1984

U.S. Army Corps Of Engineers
P.O. Box 60267
New Orleans, LA 70160

RE: LMNPD-F

I wish to make a statement regarding the U.S. Army Corps Of Engineers Lake Pontchartrain, Louisiana and Vicinity Hurricane Flood Protection Project (the Project).

I am very pleased that the Corps held another public hearing to review the latest design changes for the Project. In all fairness, the significance of the changes warranted it.

In general, I favor the new plans for the Project: specifically 1) the scheduled public hearing to review the detailed mitigation plan being developed and the new Environmental Impact Statement, and 2) the decision to preserve the St. Charles wetlands between Airline Highway and the lakefront by building the levee along the north side of the highway.

Not favored are the plans for the New Orleans East wetlands. I believe that these 13,000 acres of wetlands should not be enclosed by the Project. This exclusion will better preserve the natural habitat, discourage development of the area, and most importantly retain vital drainage areas so important in reducing the flooding from heavy rains. As more development occurs in the greater N.O. area this problem worsens. For these reasons, we recommend the Corps cease construction of the boundary levees and begin construction of the Maxent Canal Alignment alternative.

In conclusion, I wish to thank you for considering my interest and again for holding the public hearing. I look forward to reviewing the mitigation plan in 1985.

Respectfully,

Michael Helle

520 Esplanade

N.O. 7016

May 6, 1984

U.S. Army Corps Of Engineers
P.O. Box 60267
New Orleans, LA 70160

RE: LMNPD-F

I wish to make a statement regarding the U.S. Army Corps Of Engineers Lake Pontchartrain, Louisiana and Vicinity Hurricane Flood Protection Project (the Project).

I am very pleased that the Corps held another public hearing to review the latest design changes for the Project. In all fairness, the significance of the changes warranted it.

In general, I favor the new plans for the Project: specifically 1) the scheduled public hearing to review the detailed mitigation plan being developed and the new Environmental Impact Statement, and 2) the decision to preserve the St. Charles wetlands between Airline Highway and the lakefront by building the levee along the north side of the highway.

Not favored are the plans for the New Orleans East wetlands. I believe that these 13,000 acres of wetlands should not be enclosed by the Project. This exclusion will better preserve the natural habitat, discourage development of the area, and most importantly retain vital drainage areas so important in reducing the flooding from heavy rains. As more development occurs in the greater N.O. area this problem worsens. For these reasons, we recommend the Corps cease construction of the boundary levees and begin construction of the Maxent Canal Alignment alternative.

In conclusion, I wish to thank you for considering my interest and again for holding the public hearing. I look forward to reviewing the mitigation plan in 1985.

Respectfully,

Donald R. DeLo
1631 Poydras, Apt C
New Orleans LA
70115

May 6, 1984

U.S. Army Corps Of Engineers
P.O. Box 60267
New Orleans, LA 70160

RE: LMNPD-F

I wish to make a statement regarding the U.S. Army Corps Of Engineers Lake Pontchartrain, Louisiana and Vicinity Hurricane Flood Protection Project (the Project).

I am very pleased that the Corps held another public hearing to review the latest design changes for the Project. In all fairness, the significance of the changes warranted it.

In general, I favor the new plans for the Project: specifically 1) the scheduled public hearing to review the detailed mitigation plan being developed and the new Environmental Impact Statement, and 2) the decision to preserve the St. Charles wetlands between Airline Highway and the lakefront by building the levee along the north side of the highway.

Not favored are the plans for the New Orleans East wetlands. I believe that these 13,000 acres of wetlands should not be enclosed by the Project. This exclusion will better preserve the natural habitat, discourage development of the area, and most importantly retain vital drainage areas so important in reducing the flooding from heavy rains. As more development occurs in the greater N.O. area this problem worsens. For these reasons, we recommend the Corps cease construction of the boundary levees and begin construction of the Maxent Canal Alignment alternative.

In conclusion, I wish to thank you for considering my interest and again for holding the public hearing. I look forward to reviewing the mitigation plan in 1985.

Respectfully,

Audrey Cullen

May 6, 1984

U.S. Army Corps Of Engineers
P.O. Box 60267
New Orleans, LA 70160

RE: LMNPD-F

I wish to make a statement regarding the U.S. Army Corps Of Engineers Lake Pontchartrain, Louisiana and Vicinity Hurricane Flood Protection Project (the Project).

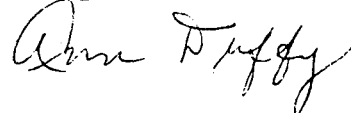
I am very pleased that the Corps held another public hearing to review the latest design changes for the Project. In all fairness, the significance of the changes warranted it.

In general, I favor the new plans for the Project: specifically 1) the scheduled public hearing to review the detailed mitigation plan being developed and the new Environmental Impact Statement, and 2) the decision to preserve the St. Charles wetlands between Airline Highway and the lakefront by building the levee along the north side of the highway.

Not favored are the plans for the New Orleans East wetlands. I believe that these 13,000 acres of wetlands should not be enclosed by the Project. This exclusion will better preserve the natural habitat, discourage development of the area, and most importantly retain vital drainage areas so important in reducing the flooding from heavy rains. As more development occurs in the greater N.O. area this problem worsens. For these reasons, we recommend the Corps cease construction of the boundary levees and begin construction of the Maxent Canal Alignment alternative.

In conclusion, I wish to thank you for considering my interest and again for holding the public hearing. I look forward to reviewing the mitigation plan in 1985.

Respectfully,



May 6, 1984

U.S. Army Corps Of Engineers
P.O. Box 60267
New Orleans, LA 70160

RE: LMNPD-F

I wish to make a statement regarding the U.S. Army Corps Of Engineers Lake Pontchartrain, Louisiana and Vicinity Hurricane Flood Protection Project (the Project).

I am very pleased that the Corps held another public hearing to review the latest design changes for the Project. In all fairness, the significance of the changes warranted it.

In general, I favor the new plans for the Project: specifically 1) the scheduled public hearing to review the detailed mitigation plan being developed and the new Environmental Impact Statement, and 2) the decision to preserve the St. Charles wetlands between Airline Highway and the lakefront by building the levee along the north side of the highway.

Not favored are the plans for the New Orleans East wetlands. I believe that these 13,000 acres of wetlands should not be enclosed by the Project. This exclusion will better preserve the natural habitat, discourage development of the area, and most importantly retain vital drainage areas so important in reducing the flooding from heavy rains. As more development occurs in the greater N.O. area this problem worsens. For these reasons, we recommend the Corps cease construction of the boundary levees and begin construction of the Maxent Canal Alignment alternative.

In conclusion, I wish to thank you for considering my interest and again for holding the public hearing. I look forward to reviewing the mitigation plan in 1985.

Respectfully,

Catherine Gaudin

May 6, 1984

U.S. Army Corps Of Engineers
P.O. Box 60267
New Orleans, LA 70160

RE: LMNPD-F

I wish to make a statement regarding the U.S. Army Corps Of Engineers Lake Pontchartrain, Louisiana and Vicinity Hurricane Flood Protection Project (the Project).

I am very pleased that the Corps held another public hearing to review the latest design changes for the Project. In all fairness, the significance of the changes warranted it.

In general, I favor the new plans for the Project: specifically 1) the scheduled public hearing to review the detailed mitigation plan being developed and the new Environmental Impact Statement, and 2) the decision to preserve the St. Charles wetlands between Airline Highway and the lakefront by building the levee along the north side of the highway.

Not favored are the plans for the New Orleans East wetlands. I believe that these 13,000 acres of wetlands should not be enclosed by the Project. This exclusion will better preserve the natural habitat, discourage development of the area, and most importantly retain vital drainage areas so important in reducing the flooding from heavy rains. As more development occurs in the greater N.O. area this problem worsens. For these reasons, we recommend the Corps cease construction of the boundary levees and begin construction of the Maxent Canal Alignment alternative.

In conclusion, I wish to thank you for considering my interest and again for holding the public hearing. I look forward to reviewing the mitigation plan in 1985.

Respectfully,

Thad S. Hernandez

May 6, 1984

U.S. Army Corps Of Engineers
P.O. Box 60267
New Orleans, LA 70160

RE: LMNPD-F

I wish to make a statement regarding the U.S. Army Corps Of Engineers Lake Pontchartrain, Louisiana and Vicinity Hurricane Flood Protection Project (the Project).

I am very pleased that the Corps held another public hearing to review the latest design changes for the Project. In all fairness, the significance of the changes warranted it.

In general, I favor the new plans for the Project: specifically 1) the scheduled public hearing to review the detailed mitigation plan being developed and the new Environmental Impact Statement, and 2) the decision to preserve the St. Charles wetlands between Airline Highway and the lakefront by building the levee along the north side of the highway.

Not favored are the plans for the New Orleans East wetlands. I believe that these 13,000 acres of wetlands should not be enclosed by the Project. This exclusion will better preserve the natural habitat, discourage development of the area, and most importantly retain vital drainage areas so important in reducing the flooding from heavy rains. As more development occurs in the greater N.O. area this problem worsens. For these reasons, we recommend the Corps cease construction of the boundary levees and begin construction of the Maxent Canal Alignment alternative.

In conclusion, I wish to thank you for considering my interest and again for holding the public hearing. I look forward to reviewing the mitigation plan in 1985.

Respectfully,



May 6, 1984

U.S. Army Corps Of Engineers
P.O. Box 60267
New Orleans, LA 70160

RE: LMNPD-F

I wish to make a statement regarding the U.S. Army Corps Of Engineers Lake Pontchartrain, Louisiana and Vicinity Hurricane Flood Protection Project (the Project).

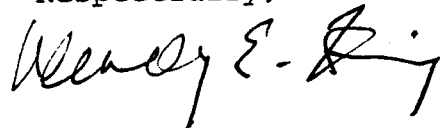
I am very pleased that the Corps held another public hearing to review the latest design changes for the Project. In all fairness, the significance of the changes warranted it.

In general, I favor the new plans for the Project: specifically 1) the scheduled public hearing to review the detailed mitigation plan being developed and the new Environmental Impact Statement, and 2) the decision to preserve the St. Charles wetlands between Airline Highway and the lakefront by building the levee along the north side of the highway.

Not favored are the plans for the New Orleans East wetlands. I believe that these 13,000 acres of wetlands should not be enclosed by the Project. This exclusion will better preserve the natural habitat, discourage development of the area, and most importantly retain vital drainage areas so important in reducing the flooding from heavy rains. As more development occurs in the greater N.O. area this problem worsens. For these reasons, we recommend the Corps cease construction of the boundary levees and begin construction of the Maxent Canal Alignment alternative.

In conclusion, I wish to thank you for considering my interest and again for holding the public hearing. I look forward to reviewing the mitigation plan in 1985.

Respectfully,



May 6, 1984

U.S. Army Corps Of Engineers
P.O. Box 60267
New Orleans, LA 70160

RE: LMNPD-F

I wish to make a statement regarding the U.S. Army Corps Of Engineers Lake Pontchartrain, Louisiana and Vicinity Hurricane Flood Protection Project (the Project).

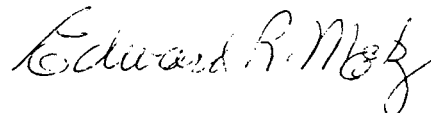
I am very pleased that the Corps held another public hearing to review the latest design changes for the Project. In all fairness, the significance of the changes warranted it.

In general, I favor the new plans for the Project: specifically 1) the scheduled public hearing to review the detailed mitigation plan being developed and the new Environmental Impact Statement, and 2) the decision to preserve the St. Charles wetlands between Airline Highway and the lakefront by building the levee along the north side of the highway.

Not favored are the plans for the New Orleans East wetlands. I believe that these 13,000 acres of wetlands should not be enclosed by the Project. This exclusion will better preserve the natural habitat, discourage development of the area, and most importantly retain vital drainage areas so important in reducing the flooding from heavy rains. As more development occurs in the greater N.O. area this problem worsens. For these reasons, we recommend the Corps cease construction of the boundary levees and begin construction of the Maxent Canal Alignment alternative.

In conclusion, I wish to thank you for considering my interest and again for holding the public hearing. I look forward to reviewing the mitigation plan in 1985.

Respectfully,



May 6, 1984

U.S. Army Corps Of Engineers
P.O. Box 60267
New Orleans, LA 70160

RE: LMNPD-F

I wish to make a statement regarding the U.S. Army Corps Of Engineers Lake Pontchartrain, Louisiana and Vicinity Hurricane Flood Protection Project (the Project).

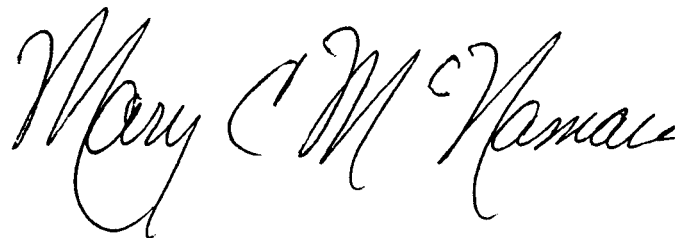
I am very pleased that the Corps held another public hearing to review the latest design changes for the Project. In all fairness, the significance of the changes warranted it.

In general, I favor the new plans for the Project: specifically 1) the scheduled public hearing to review the detailed mitigation plan being developed and the new Environmental Impact Statement, and 2) the decision to preserve the St. Charles wetlands between Airline Highway and the lakefront by building the levee along the north side of the highway.

Not favored are the plans for the New Orleans East wetlands. I believe that these 13,000 acres of wetlands should not be enclosed by the Project. This exclusion will better preserve the natural habitat, discourage development of the area, and most importantly retain vital drainage areas so important in reducing the flooding from heavy rains. As more development occurs in the greater N.O. area this problem worsens. For these reasons, we recommend the Corps cease construction of the boundary levees and begin construction of the Maxent Canal Alignment alternative.

In conclusion, I wish to thank you for considering my interest and again for holding the public hearing. I look forward to reviewing the mitigation plan in 1985.

Respectfully,

A handwritten signature in cursive script, reading "Mary C. McNamee". The signature is written in black ink and is positioned at the bottom right of the page, below the typed name.

May 6, 1984

U.S. Army Corps Of Engineers
P.O. Box 60267
New Orleans, LA 70160

RE: LMNPD-F

I wish to make a statement regarding the U.S. Army Corps Of Engineers Lake Pontchartrain, Louisiana and Vicinity Hurricane Flood Protection Project (the Project).

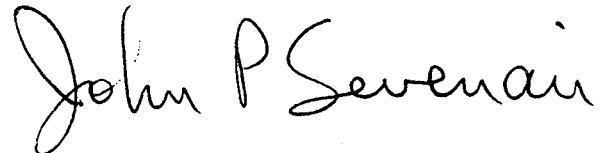
I am very pleased that the Corps held another public hearing to review the latest design changes for the Project. In all fairness, the significance of the changes warranted it.

In general, I favor the new plans for the Project: specifically 1) the scheduled public hearing to review the detailed mitigation plan being developed and the new Environmental Impact Statement, and 2) the decision to preserve the St. Charles wetlands between Airline Highway and the lakefront by building the levee along the north side of the highway.

Not favored are the plans for the New Orleans East wetlands. I believe that these 13,000 acres of wetlands should not be enclosed by the Project. This exclusion will better preserve the natural habitat, discourage development of the area, and most importantly retain vital drainage areas so important in reducing the flooding from heavy rains. As more development occurs in the greater N.O. area this problem worsens. For these reasons, we recommend the Corps cease construction of the boundary levees and begin construction of the Maxent Canal Alignment alternative.

In conclusion, I wish to thank you for considering my interest and again for holding the public hearing. I look forward to reviewing the mitigation plan in 1985.

Respectfully,

A handwritten signature in cursive script that reads "John P. Severain". The signature is written in dark ink and is positioned below the typed name "John P. Severain".

1439 Louisiana Ave. #
New Orleans, La. 70113

May 6, 1984

U.S. Army Corps Of Engineers
P.O. Box 60267
New Orleans, LA 70160

RE: LMNPD-F

I wish to make a statement regarding the U.S. Army Corps Of Engineers Lake Pontchartrain, Louisiana and Vicinity Hurricane Flood Protection Project (the Project).

I am very pleased that the Corps held another public hearing to review the latest design changes for the Project. In all fairness, the significance of the changes warranted it.

In general, I favor the new plans for the Project: specifically 1) the scheduled public hearing to review the detailed mitigation plan being developed and the new Environmental Impact Statement, and 2) the decision to preserve the St. Charles wetlands between Airline Highway and the lakefront by building the levee along the north side of the highway.

Not favored are the plans for the New Orleans East wetlands. I believe that these 13,000 acres of wetlands should not be enclosed by the Project. This exclusion will better preserve the natural habitat, discourage development of the area, and most importantly retain vital drainage areas so important in reducing the flooding from heavy rains. As more development occurs in the greater N.O. area this problem worsens. For these reasons, we recommend the Corps cease construction of the boundary levees and begin construction of the Maxent Canal Alignment alternative.

In conclusion, I wish to thank you for considering my interest and again for holding the public hearing. I look forward to reviewing the mitigation plan in 1985.

Respectfully,

Janice G. Adamontara
Comell J. Adamontara

May 6, 1984

U.S. Army Corps Of Engineers
P.O. Box 60267
New Orleans, LA 70160

RE: LMNPD-F

I wish to make a statement regarding the U.S. Army Corps Of Engineers Lake Pontchartrain, Louisiana and Vicinity Hurricane Flood Protection Project (the Project).

I am very pleased that the Corps held another public hearing to review the latest design changes for the Project. In all fairness, the significance of the changes warranted it.

In general, I favor the new plans for the Project: specifically 1) the scheduled public hearing to review the detailed mitigation plan being developed and the new Environmental Impact Statement, and 2) the decision to preserve the St. Charles wetlands between Airline Highway and the lakefront by building the levee along the north side of the highway.

Not favored are the plans for the New Orleans East wetlands. I believe that these 13,000 acres of wetlands should not be enclosed by the Project. This exclusion will better preserve the natural habitat, discourage development of the area, and most importantly retain vital drainage areas so important in reducing the flooding from heavy rains. As more development occurs in the greater N.O. area this problem worsens. For these reasons, we recommend the Corps cease construction of the boundary levees and begin construction of the Maxent Canal Alignment alternative.

In conclusion, I wish to thank you for considering my interest and again for holding the public hearing. I look forward to reviewing the mitigation plan in 1985.

Respectfully,



May 6, 1984

U.S. Army Corps Of Engineers
P.O. Box 60267
New Orleans, LA 70160

RE: LMNPD-F

I wish to make a statement regarding the U.S. Army Corps Of Engineers Lake Pontchartrain, Louisiana and Vicinity Hurricane Flood Protection Project (the Project).

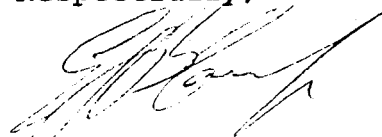
I am very pleased that the Corps held another public hearing to review the latest design changes for the Project. In all fairness, the significance of the changes warranted it.

In general, I favor the new plans for the Project: specifically 1) the scheduled public hearing to review the detailed mitigation plan being developed and the new Environmental Impact Statement, and 2) the decision to preserve the St. Charles wetlands between Airline Highway and the lakefront by building the levee along the north side of the highway.

Not favored are the plans for the New Orleans East wetlands. I believe that these 13,000 acres of wetlands should not be enclosed by the Project. This exclusion will better preserve the natural habitat, discourage development of the area, and most importantly retain vital drainage areas so important in reducing the flooding from heavy rains. As more development occurs in the greater N.O. area this problem worsens. For these reasons, we recommend the Corps cease construction of the boundary levees and begin construction of the Maxent Canal Alignment alternative.

In conclusion, I wish to thank you for considering my interest and again for holding the public hearing. I look forward to reviewing the mitigation plan in 1985.

Respectfully,

A handwritten signature in dark ink, appearing to be 'C. H. ...', written over a light-colored background.

May 6, 1984

U.S. Army Corps Of Engineers
P.O. Box 60267
New Orleans, LA 70160

RE: LMNPD-F

I wish to make a statement regarding the U.S. Army Corps Of Engineers Lake Pontchartrain, Louisiana and Vicinity Hurricane Flood Protection Project (the Project).

I am very pleased that the Corps held another public hearing to review the latest design changes for the Project. In all fairness, the significance of the changes warranted it.

In general, I favor the new plans for the Project: specifically 1) the scheduled public hearing to review the detailed mitigation plan being developed and the new Environmental Impact Statement, and 2) the decision to preserve the St. Charles wetlands between Airline Highway and the lakefront by building the levee along the north side of the highway.

Not favored are the plans for the New Orleans East wetlands. I believe that these 13,000 acres of wetlands should not be enclosed by the Project. This exclusion will better preserve the natural habitat, discourage development of the area, and most importantly retain vital drainage areas so important in reducing the flooding from heavy rains. As more development occurs in the greater N.O. area this problem worsens. For these reasons, we recommend the Corps cease construction of the boundary levees and begin construction of the Maxent Canal Alignment alternative.

In conclusion, I wish to thank you for considering my interest and again for holding the public hearing. I look forward to reviewing the mitigation plan in 1985.

Respectfully,



UNO ST# 1698608

May 6, 1984

U.S. Army Corps Of Engineers
P.O. Box 60267
New Orleans, LA 70160

RE: LMNPD-F

I wish to make a statement regarding the U.S. Army Corps Of Engineers Lake Pontchartrain, Louisiana and Vicinity Hurricane Flood Protection Project (the Project).

I am very pleased that the Corps held another public hearing to review the latest design changes for the Project. In all fairness, the significance of the changes warranted it.

In general, I favor the new plans for the Project: specifically 1) the scheduled public hearing to review the detailed mitigation plan being developed and the new Environmental Impact Statement, and 2) the decision to preserve the St. Charles wetlands between Airline Highway and the lakefront by building the levee along the north side of the highway.

Not favored are the plans for the New Orleans East wetlands. I believe that these 13,000 acres of wetlands should not be enclosed by the Project. This exclusion will better preserve the natural habitat, discourage development of the area, and most importantly retain vital drainage areas so important in reducing the flooding from heavy rains. As more development occurs in the greater N.O. area this problem worsens. For these reasons, we recommend the Corps cease construction of the boundary levees and begin construction of the Maxent Canal Alignment alternative.

In conclusion, I wish to thank you for considering my interest and again for holding the public hearing. I look forward to reviewing the mitigation plan in 1985.

Respectfully,

Linda Upton
1817 Soviet St.
N.O. La. 70115

May 6, 1984

U.S. Army Corps Of Engineers
P.O. Box 60267
New Orleans, LA 70160

RE: LMNPD-F

I wish to make a statement regarding the U.S. Army Corps Of Engineers Lake Pontchartrain, Louisiana and Vicinity Hurricane Flood Protection Project (the Project).

I am very pleased that the Corps held another public hearing to review the latest design changes for the Project. In all fairness, the significance of the changes warranted it.

In general, I favor the new plans for the Project: specifically 1) the scheduled public hearing to review the detailed mitigation plan being developed and the new Environmental Impact Statement, and 2) the decision to preserve the St. Charles wetlands between Airline Highway and the lakefront by building the levee along the north side of the highway.

Not favored are the plans for the New Orleans East wetlands. I believe that these 13,000 acres of wetlands should not be enclosed by the Project. This exclusion will better preserve the natural habitat, discourage development of the area, and most importantly retain vital drainage areas so important in reducing the flooding from heavy rains. As more development occurs in the greater N.O. area this problem worsens. For these reasons, we recommend the Corps cease construction of the boundary levees and begin construction of the Maxent Canal Alignment alternative.

In conclusion, I wish to thank you for considering my interest and again for holding the public hearing. I look forward to reviewing the mitigation plan in 1985.

Respectfully,

Handwritten signature of Christopher C. Rich in cursive script.

May 6, 1984

U.S. Army Corps Of Engineers
P.O. Box 60267
New Orleans, LA 70160

RE: LMNPD-F

I wish to make a statement regarding the U.S. Army Corps Of Engineers Lake Pontchartrain, Louisiana and Vicinity Hurricane Flood Protection Project (the Project).

I am very pleased that the Corps held another public hearing to review the latest design changes for the Project. In all fairness, the significance of the changes warranted it.

In general, I favor the new plans for the Project: specifically 1) the scheduled public hearing to review the detailed mitigation plan being developed and the new Environmental Impact Statement, and 2) the decision to preserve the St. Charles wetlands between Airline Highway and the lakefront by building the levee along the north side of the highway.

Not favored are the plans for the New Orleans East wetlands. I believe that these 13,000 acres of wetlands should not be enclosed by the Project. This exclusion will better preserve the natural habitat, discourage development of the area, and most importantly retain vital drainage areas so important in reducing the flooding from heavy rains. As more development occurs in the greater N.O. area this problem worsens. For these reasons, we recommend the Corps cease construction of the boundary levees and begin construction of the Maxent Canal Alignment alternative.

In conclusion, I wish to thank you for considering my interest and again for holding the public hearing. I look forward to reviewing the mitigation plan in 1985.

Respectfully,

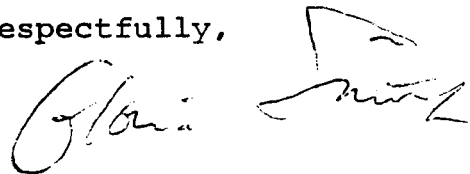
A handwritten signature in cursive script, appearing to read "Gloria Smith". The signature is written in dark ink and is positioned to the right of the word "Respectfully,".

EXHIBIT H

The Board of Levee Commissioners

OF THE

Orleans Levee District

SUITE 202 — ADMINISTRATION BUILDING
NEW ORLEANS LAKEFRONT AIRPORT

New Orleans, La.

70126

PROTECTING YOU
AND YOUR FAMILY



STATEMENT

PRESENTED AT

PUBLIC MEETING APRIL 12, 1984

HURRICANE PROTECTION TO NEW ORLEANS

METROPOLITAN AREA

This statement is presented in response to the public notice dated March 9, 1984, issued by the U.S. Army Corps of Engineers New Orleans District.

The records will reflect that the Orleans Levee Board is in agreement with the concept of the high level protection in lieu of the barrier concept. We have also assured you that the Orleans Levee Board will do everything in its power to provide adequate supplements to the current assurances as may be required.

Because of the protracted delay in construction which was occasioned by the 1977 environmental law suit the Orleans Levee Board embarked on an interim protection plan in 1979 and has completed the raising of all levees along the lakefront to an interim grade of plus sixteen feet mean sea level. Realizing that there are several gaps still remaining the Levee Board proposed and successfully extended an existing flood protection millage for thirty additional years.

**Board of Levee Commissioners
Orleans Levee District****HURRICANE PROTECTION TO NEW ORLEANS
METROPOLITAN AREA**

We have awarded consultant engineering contracts for the design of interim protection at these locations and will coordinate these projects with your district in an effort to incorporate as much of the interim construction into the final plan as possible. It is our hope at this time to accomplish this work within three to four years.

The delay of final construction since 1977 has been most unfortunate. We have been very lucky that no major hurricane has hit the metropolitan area during that time. The process in which you were required to follow to satisfy the courts' requirements has been very time consuming and frustrating to this Board. You are therefore urged to take all necessary steps to expedite the implementation of the high level plan.

Please be assured that we will do everything in our power to provide you with the necessary additional assurance.

The Board of Levee Commissioners

OF THE

Orleans Levee District

SUITE 202 — ADMINISTRATION BUILDING
NEW ORLEANS LAKEFRONT AIRPORT

New Orleans, La.

70126

PROTECTING YOU
AND YOUR FAMILY



April 24, 1984

Colonel Robert C. Lee
District Engineer
Department of the Army
New Orleans District
Corps of Engineers
Post Office Box 60267
New Orleans, Louisiana 70160

Re: Lake Pontchartrain & Vicinity
Hurricane Protection Project

Dear Colonel Lee:

In addition to the written statement presented to you on April 12, 1984, we herewith present the following to be added to the official record.

1. We agree that the mitigation plan be developed concurrently with the construction of hurricane protection and are unalterably opposed to completion of a mitigation plan before any construction work is commenced.
2. We agree with the New Orleans East authorized levee alignment and not the Maxent Canal levee alignment. The Orleans Levee Board many years ago constructed the initial levee from South Point to G.I.W.W. and along the G.I.W.W. utilizing local funds. To abandon this alignment in lieu of the Maxent Canal alignment would not be in the best interest of this Board and the area to be protected.
3. Delays in establishing a levee alignment in St. Charles Parish and determining acceptable construction methods along the Jefferson Lakefront should not delay the approval of the Orleans portion of the plan.

EXHIBIT I

LAKE PONTCHARTRAIN, LOUISIANA, AND VICINITY
HURRICANE PROTECTION PROJECT

STATEMENT PRESENTED TO
COL. ROBERT C. LEE, DISTRICT ENGINEER
NEW ORLEANS DISTRICT, CORPS OF ENGINEERS

BY

BOARD OF COMMISSIONERS
PONTCHARTRAIN LEVEE DISTRICT
LUTCHER, LOUISIANA

APRIL 12, 1984



The Board of Levee Commissioners

OF THE

Pontchartrain Levee District

148 ST. ALBERT STREET

Lutcher, La.
70071

COMMISSIONERS

STEPHEN CUPIT
JOSEPH GAUTREAU
DAVID LABORDE
LEROY LABAT

PROTECTING YOU
AND YOUR FAMILY

(504) 869-3562
(504) 869-3903

GERALD R. DYSON
EXECUTIVE ASSISTANT
CHESTER DIEZ
OPERATIONS SUPERVISOR
DONALD CICET
R. RYLAND PERRY III
SPECIAL COUNSEL
E. J. VERON
SECRETARY

April 12, 1984

LAKE PONTCHARTRAIN, LOUISIANA, AND VICINITY
HURRICANE PROTECTION PROJECT

The Levee District Area

The Pontchartrain Levee District currently extends from a point about three-tenths of a mile downstream of the Interstate Highway 10 Bridge at Baton Rouge to Jefferson Parish, and includes those portions of East Baton Rouge, Iberville, Ascension, St. James, St. John the Baptist, and St. Charles Parishes east of the Mississippi River extending generally to the Amite River and along Lake Maurepas, Pass Manchac, and Lake Pontchartrain to the Jefferson-St. Charles Parish line. Previously, when local assurances were granted by the Levee District for the Barrier Protection Plan, Jefferson Parish east of the Mississippi River was included in the Pontchartrain Levee District. At this time, that same area, Jefferson Parish east of the Mississippi River, officially comprises the Jefferson Levee District. Therefore, this statement is directed to the area currently under administration of the Board of Commissioners, Pontchartrain Levee District.

Project Involvement

Prior to this time, Project activities in the Pontchartrain Levee District have been confined to Jefferson Parish (no longer a part of the Pontchartrain Levee District) and St. Charles Parish. Facts and recommendations pertaining to Jefferson Parish will be addressed by others, and cooperation will be extended as appropriate regarding previous Project involvement by the Pontchartrain Levee District.

In St. Charles Parish, the authorized Hurricane Protection Levee was designated to follow the lakefront, as in Orleans and Jefferson Parishes. At the request of, and as specified by, the New Orleans District, Corps of Engineers, the Pontchartrain Levee District purchased lakefront properties for construction of levee and drainage improvements at a land acquisition cost of \$799,580.00. No project construction has been initiated in these rights-of-way extending from the Bonnet Carre Floodway to the St. Charles-Jefferson Parish line since purchase in March, 1971.

The Board of Levee Commissioners
OF THE
Pontchartrain Levee District

Page Two
April 12, 1984

Discussion

The Board of Commissioners, Pontchartrain Levee District, wishes to go on record in support of the most effective hurricane protection project available and recommends construction completion as soon as possible. At the same time there are deep, abiding concerns that the recommended revised High Level Plan does not go far enough. The unprotected part of St. Charles and St. John Parishes adjacent to Lake Pontchartrain, and to some lesser degree the immediate tributary areas thereto, will be adversely affected by higher hurricane peak lake stages of longer durations resulting from protection works around the lake causing concentrated overflows in unprotected areas.

The local or non-federal cost in St. Charles Parish is reported to be about 23 million dollars for the barrier lakefront levee plan and approximately 17 million dollars for the north of Airline Highway location. This level of project financing can hopefully be a reality through mutual understanding and cooperation between the State, Levee District and local government.

The Board of Commissioners favors the lakefront levee alignment over the north of Airline Highway location in St. Charles Parish since protection would be provided to a larger area, it provides opportunities for water management and environmental improvements, and the Levee Board has agreed to local assurance requirements, in cooperation with the State of Louisiana, for the existing project. However, it is recognized that due to limitations and circumstances, the lakefront location would probably never be built. Therefore, project revisions become imperative if hurricane protection is to be a reality in the Pontchartrain Levee District.

Recommendations

The Board of Commissioners, Pontchartrain Levee District, recommends:

1. That the Lake Pontchartrain Hurricane Protection Project be revised from the Barrier Plan to the High Level Plan with the north of Airline Highway alignment in St. Charles Parish.
2. That the Pontchartrain Levee District be credited with contributions to the revised project equivalent to the cost of previously acquired project rights-of-way in St. Charles Parish plus legal and title fees,

The Board of Levee Commissioners

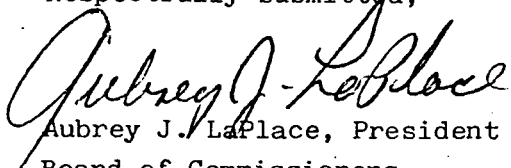
OF THE

Pontchartrain Levee District

Page Three
April 12, 1984

3. That regarding a revised project, the Pontchartrain Levee District be given adequate opportunity to coordinate with state and local government authorities for full consideration of new, specific local assurance requirements, and
4. That every effort be made by the Corps of Engineers to achieve equitable improvements for the entire Lake Pontchartrain area, and not to improve one area at the expense of another.

Respectfully submitted,


Aubrey J. LaPlace, President
Board of Commissioners
Pontchartrain Levee District



The Board of Levee Commissioners

OF THE

Pontchartrain Levee District

148 ST. ALBERT STREET

Lutcher, La.
70071

April 16, 1984

COMMISSIONERS
STEPHEN DUPIT
JOSEPH GAUTREAU
DAVID LABORDE
LEROY LABAT

PROTECTING YOU
AND YOUR FAMILY

(504) 869-3562
(504) 869-3903

GERALD R. DYSON
EXECUTIVE ASSISTANT
CHESTER DIER
OPERATIONS SUPERVISOR
DONALD CICET
R. RYLAND PERRY III
SPECIAL COUNSEL
E. J. VERON
SECRETARY

Colonel Robert C. Lee, District
New Orleans District
U. S. Army Corps of Engineers
P. O. Box 60267
New Orleans, Louisiana 70160

Re: Lake Pontchartrain and Vicinity
Hurricane Protection Project.

Dear Colonel Lee:

This letter is submitted as an extension of the statement presented and filed by the Pontchartrain Levee District at the Public Meeting, April 12, 1984.

Recommendation Number 2, as submitted, requests " that the Pontchartrain Levee District be credited with contributions to the revised project equivalent to the cost of previously acquired project rights-of-way in St. Charles Parish plus legal and title fees". Actually it was intended that this recommendation include the condition for the credit to be issued in terms of current dollar values, and this important part was inadvertently omitted during last minute preparation of the statement.

Therefore it is requested that recommendation Number 2 be revised to read as follows:

2. That the Pontchartrain Levee District be credited with contributions to the revised project for the cost of previously acquired project rights-of-way in St. Charles Parish plus legal and title fees, in terms of dollar values compared to the date of the project revision.

Respectfully submitted,

Aubrey J. LaPlace
Aubrey J. LaPlace,
President

AJL/mrd

cc: A.R. Theis, Chief Engineer,
Gasper Chifichi, District Engineer,
La. OPW

EXHIBIT J



League of Women Voters of Louisiana

850 North 5th Street • Apt. 103 • Baton Rouge, Louisiana 70802 • (504) 344-3326

April 12, 1984

To: Colonel Robert C. Lee, U.S. Corps of Engineers
District Engineer
P.O. Box 60267
New Orleans, LA 70160

From: League of Women Voters of Louisiana
Bette Bornside, President Charlotte Fremaux, Natural Resources
League of Women Voters of New Orleans
League of Women Voters of Jefferson Parish

Re: Public Hearing: Draft Main Report and Draft Supplement to the Environmental Impact Statement (DSEIS) for the Lake Pontchartrain, LA, and Vicinity Hurricane Protection Project, Reevaluation Study.

Dear Colonel Lee:

The League of Women Voters of Louisiana, the League of Women Voters of New Orleans and the League of Women Voters of Jefferson Parish appreciate the opportunity to review at public hearing the Lake Pontchartrain Hurricane Protection Project also known as the High Level Plan.

The following statements represent basic League positions on wetland protection, resource management and safeguard of water quality as they particularly relate to the Proposed Project.

- New Orleans East: We support the exclusion of the 13,000 acre wetland area from the hurricane protection system. Soil and subsidence conditions favor opening these marshes to natural estuarine status providing valuable habitat in the basin and water recharge. Soil and subsidence conditions do not provide adequate stability for development unless costly safeguards are required. Frequently residents are faced with poor streets, drainage, etc. It is not clear if the cost of potential urbanization in a flood-prone area is reflected in the benefit analysis.
Executive Order 11880, Protection of the Wetlands, directs federal agencies to avoid by all practicable measures and alternatives construction in wetlands. The Maxent Canal Levee appears to be an acceptable and less damaging alternative.
- St. Charles Parish: We support protection of the 3,000 acres of wetlands which the north of Airline Highway alignment would enclose. This would require culverts to maintain the existing hydrology and would open the area to the possibility of future development which the south of the Airline Highway would have avoided. The piecemeal destruction of viable habitat by seemingly separate parcels often prevents grasp of the event before it is too late.
- Jefferson Parish: We view with concern the proposal to dredge material from Lake Pontchartrain, a shallow estuarine basin already impacted by a variety of stresses from development, salt water intrusion, etc. The size and depth of the dredge holes will result in significant degradation. The alternate use of levee material from the nearby Bonnet Carre Spillway is urged and further information as to this alternative will provide citizens with assurance that the long term protection of populations is coupled with an equally long term concern for the natural resources which support these populations.

Thank you for your consideration.

Charlotte Fremaux

EXHIBIT K



UNITED STATES DEPARTMENT OF COMMERCE
National Oceanic and Atmospheric Administration
NATIONAL MARINE FISHERIES SERVICE
Southeast Region
9450 Koger Boulevard
St. Petersburg, FL 33702

April 11, 1984 F/SER112/DM:gog
409/766-3699

Colonel Robert C. Lee
District Engineer, New Orleans District
Department of the Army, Corps of Engineers
P. O. Box 60267
New Orleans, LA 70160

Dear Colonel Lee:

On February 24, 1984 we responded to your December 16, 1983 request for our views and comments on the December 1983 Draft Main Report (DMR) and Draft Supplemental Environmental Impact Statement (DSEIS) Lake Ponchartrain, Louisiana, and Vicinity Hurricane Protection Project. The National Marine Fisheries Service (NMFS) comments on the DSEIS were forwarded for inclusion in the Department of Commerce's comments submitted to the Corps of Engineers (Corps) under provisions of the National Environmental Policy Act of 1969. This statement is to reiterate the views we submitted on February 24, 1984 on the plans presented in the DMR, as well as discuss some items of which we have recently become aware. You have indicated that the purpose of the proposed and partly completed project is to provide hurricane flood protection to the metropolitan New Orleans area, including St. Charles, Jefferson, Orleans, and St. Bernard parishes.

Two hurricane protection plans are presented in the DMR (Syllabus page 1), (a) the use of barrier structures across tidal openings (Barrier Plan) and (b) raising the height of existing levees (High Level Plan). The Tentatively Selected (TS) High Level Plan, determined by the Corps as the most feasible one, would involve topping of existing levees and construction of a portion of new levee in the St. Charles Parish area. Under this TS plan, that new levee in St. Charles Parish would also be realigned to just north of Airline Highway instead of along the lakefront as originally authorized. The Barrier Plan, which we commented on previously (March 21, 1975, May 18, 1978, and June 27, 1978), is considered by the NMFS as being much more detrimental to marine fishery resources and their habitats than the TS High Level Plan. The Barrier Plan would have destroyed 28 acres of lake bottom, 2,363 acres of marsh and caused extensive adverse impacts to the estuarine-dependent living marine resources that utilize Lake Ponchartrain. In addition, the Barrier Plan's St. Charles Parish Lakefront Levee alignment by providing hurricane flood protection to about 40 square miles of undeveloped wetlands north of Airline Highway would have increased the probability of future drainage and/or landfill for subsequent development within those wetlands.

While the TS High Level Plan would be less damaging than the Barrier Plan, it would still adversely impact an estimated 54 acres of saline/brackish marsh and 984 acres of lake bottom. Filling some of the open water in Lake Ponchartrain and the adjacent marsh would eliminate some nursery habitat and contributions of detritus and nutrients to the marine food web. Also, the degrada-



tion through deepening of several hundred acres of the lake bottom with the TS plan is of great concern to us since that plan calls for extensive deep dredging for borrow material along the lakefront. The predicted resulting anoxic conditions of the more than 300 acres of deep borrow area in the lake along with subsequent accumulation of industrial and residential effluents could further degrade the previously shallow productive benthic habitat. Indicative of the Corps' recognition of the value of this existing lake bottom near the shore is the fact that the Corps has not permitted shell dredging within one mile of the shoreline.

Some of the above impacts from the TS plan could be further reduced by revising the proposed construction. For instance, the wetlands loss still anticipated in St. Charles Parish could be further reduced by realigning the levee, now proposed to be parallel and slightly north of Airline Highway, to be contiguous to that highway. Also, alternative sources could be used for needed fill material which would reduce or eliminate any need for dredging material from the lake. Some suggested sources for levee material are the Bonnet Carre' Spillway area, the freshwater diversion channel adjacent to the north side of the Bonnet Carre' Spillway proposed in the TS plan for the Mississippi and Louisiana Estuarine Areas feasibility study, the Mississippi River bottom and upland/fastland sites. Obtaining the needed borrow material without dredging the lake bottom could greatly reduce adverse impacts. Reduction of adverse impacts would, in turn, reduce the amount of offsetting mitigation needed.

Mitigative projects, such as the St. Bernard Parish Marsh Management Plan for enhancement of those wetlands, should be implemented. Another project to be considered for mitigation to offset the adverse impacts to marine fishery resources would be restoring, to the greatest extent possible, marsh and water circulation where the channel was dredged for the Gulf Intracoastal Waterway to by-pass the tidal barrier that would have been constructed at Chef Menteur Pass under the Barrier Plan. Also, should the Corps finally decide not to issue the permit requested by New Orleans East, Inc. (NOE), the Maxent Canal alignment shown on Plat 6 could be used instead of the proposed east levee and reestablishment of tidal exchange to that undeveloped 13,000 acres of wetland habitat in the NOE area could then be considered as mitigation to benefit estuarine fisheries in the High Level Plan. The Maxent Canal alignment was rejected by the Corps in favor of the present levee alignment due in part to the existing levee and a request by NOE to develop 9,800 acres of those wetlands. Pending the final decision on the NOE permit request, the Maxent Canal alignment should remain a viable alternative in the High Level Plan.

In addition, since we have recently been advised of accelerating marsh loss from shoreline erosion and salt water intrusion in the St. Charles wetlands north of Interstate Highway #10, we also recommend consideration of mitigation measures to reduce these impacts. Such measures could involve stabilizing the Lake Ponchartrain shoreline between St. Rose Canal and Bayou Labranche and plugging the canals draining into the drainage canal on the Jefferson - St. Charles Parishes' boundary. The major source of salt water intrusion appears to have been from the Mississippi River - Gulf Outlet by way of the Inner Harbor Navigation Canal.

It is stated in the DMR (page 52) that "As far as practical, plans should be formulated to maximize the beneficial effects and minimize the adverse effects of the considered improvements." The DMR also states the plan should be environmentally acceptable. The NMFS feels that selection of the High Level Plan would be environmentally acceptable with regard to marine fishery resources provided (1) the St. Charles reach is aligned contiguous to Airline Highway, (2) the lakefront levee is built out of hauled fill so that there would be little or no dredging in Lake Ponchartrain and (3) sufficient offsetting mitigation

is implemented concurrently with the project construction.

In view of the above, we concur with tentative selection of the High Level Plan, rather than the Barrier Plan as the less damaging construction alternative. However, we recommend that detailed plans be developed to mitigate remaining adverse impacts that cannot be reduced through alternate borrow sources and/or levee alignments as suggested above. The mitigative work should be done simultaneously with project construction of the High Level Plan. As mitigation is an integral part of the plan and the DMR (page 52) states that "Federal participation in developments also should ensure that any plan is complete within itself, . . .", the completed plans for the offsetting mitigation should be presented in the Final Main Report.

The NMFS would be pleased to coordinate with the Corps in development of plans for mitigation. Thank you for this opportunity to review and comment on this proposed project.

Sincerely yours,

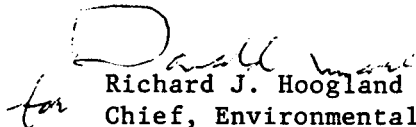

for Richard J. Hoogland
Chief, Environmental Assessment
Branch

EXHIBIT L



SAVE OUR COAST

P. O. BOX 518
NEW IBERIA, LOUISIANA 70560

"IN CONSERVATION IS THE
PRESERVATION OF THE WORLD"
A. P. HENRY

April 12, 1984

Col. Robert Lee, District Engineer
U.S. Army Corps of Engineers
P.O. Box 60267
New Orleans, LA 70160

Dear Sir,

As president of Save Our Coast I am speaking for myself in that capacity and for the board of directors of that organization.

Our group has a strong interest in this hurricane protection project and we generally favor the overall plan as outlined in the December 1983 draft. However we do have several concerns. They are the following:


1. The plan includes the building of a massive barrow pit in Lake Pontchartrain 9 miles long 50-60 feet deep and 500 feet wide. We are completely opposed to this pit as it would completely destroy close to 600 acres of the lake bottom. This is well documented by your draft, page C VI 25 and the U.S. Fish and Wildlife portion of the draft pages 35 and 36. We would recommend a highland source of barrow material for this portion of the project.
2. We are concerned with the cumulative impacts of other activities such as shell dredging, other dredge activities on the lake, urban runoff, sewerage in flow and all other adverse impacts. We would like to see this point addressed especially as it relates to the barrow pit in the lake.
3. Water quality is of extreme importance if Lake Pontchartrain is to ever recover. The sink holds portion of the plan would seriously impact in a negative way water quality in the area surrounding the construction activity for a period of at least three years.

(2)

4. Worst case conditions have not been considered and should be thoroughly investigated before this plan is implemented.
5. Purchase of ten thousand acres of wetlands on the New Orleans East Area should be considered as the loss of this area is almost certain once levee protection is provided.
6. We would recommend that the levee have gated openings so that water circulation and esturine organism movement in the wetlands area will be maintained during non-hurricane periods.
7. A specific mitigation plan that compensates for all past and future damages to wetlands, fish, wildlife, and water quality should be a part of any final plan sent to Washington.

We trust ^{the}in^vcorps infinite wisdom to resolve these concerns.

Sincerely,


Harold J. Schoeffler
President
Save Our Coast

(1)

① This is another typical example of the Corps of Engineers's lack of investigation into the full impact of a problem in our state.

② There was an Environment Impact study made on this project but it did not fully address the fact that this is not an isolated problem in this state — such as all the shell dredging going on in this ~~state~~ coastal zone

③ The renowned biologist Dr. Raymond of Texas A&M and Dr. Walter Siskow of LSU Center for Wetlands Resource have unequivocally stated that Lake Pouchatrain is on the verge of extinction as a viable ~~eco~~ system.

④ Does the Corp of Engineers make decisions on scientific study or ~~on~~ ^{from} political pressure?

5) I am a layman, but even I can understand that digging a hole in the middle of Lake Ponchartrain is obviously wrong. Before adding to the demise of the Lake, material could be taken from alternate sources, such as the Bonne Carre Spillway.

6) Save Our Coast supports the concept of Hurricane Protection but if the Corps is sincerely interested in Hurricane protection then why has their stupidity allowed the dredging of 30 miles of barrier reefs that afforded Hurricane protection for central Louisiana coastline?

7) What good are these public hearings when the Corps of Engineers do as they damn please! They do not listen to the people or scientific evidence — as exhibited by the shell dredging hearings held here in New Orleans and New Iberia in 1982.

⑧ Love Our Coast is already involved in a suit against the Corps of Engineers for shell dredging permits in Lake Ponchartrain — it is our feeling that this dredging of a hole 9 miles long by 600 ft wide by 50 ft deep represents a reckless activity that destroys marine habitat that would certainly warrant litigation if permitted by the Corps.

⑨ Will Col. Lee and the Corps of Engineers make an independent study of the environment impacts discussed in the Environmental Assessments and Environmental Impact Studies, or will they rely on other agencies as has been their practice in the past?

⑩ Fishing is getting worse in Lake Ponchartrain every year — what kind of impact will this foolish dredging of such a giant hole have on the fishing, crabbing, and shrimping in Lake Ponchartrain?

(11) Scientific studies of this type of deep hole in a shallow lake as Lake Ponchartrain results in a collection of toxic materials, high salinity levels, and low oxygen — the end result of which is another huge dead hole in our lake.

(12) At present, shell dredging has created great water quality problems, and this project will greatly add to this water quality. If this project goes on for three years as planned, complete water quality is gone for much longer than that.

Harold J. Schuffler
Pres. Save Our Coast

Donald A. Pany M.D.
Vice Pres Save Our Coast

Alfred Hettler DIRECTOR



SAVE OUR COAST

P. O. BOX 518
NEW IBERIA, LOUISIANA 70560

"IN CONSERVATION IS THE
PRESERVATION OF THE WORLD"
A. P. HENRY

NEWS RELEASE # 2

NOT FOR RELEASE UNTIL AFTER 10:00 P.M.
THURSDAY APRIL 12, 1984
SEARCH WIRE SERVICES

The entire leadership of Save Our Coast (S.O.C.) is to appear before the Corps of Engineers (C.O.E.) on Thursday April 12, 1984 at 7:00 P.M. at John F. Kennedy High School in New Orleans. This C.O.E. public hearing concerns the further destruction of Lake Ponchatrain by removal of an area of water bottom 9 miles long, 600 feet wide and 50 feet deep. This is to build a Hurricane levee for the New Orleans area..

S.O.C. supports a Hurricane levee, but strongly opposes the concept of further dredging in the lake. Alternatives such as material from the Bonnet Carre' Spillway could be better and even cheaper.

The following points emphasize the unscientific decisions, void of in depth study, that is becoming characteristic of the C.O.E..

- 1) Both LSU and Texas A & M scientists agree Lake Ponchatrain is almost a dead lake. Why does the C.O.E. permit any dredging?
- 2) Almost 40 miles of barrier reefs that represent our central coast has been dredged to oblivion under the very nose of the C.O.E..
- 3) Water quality problems have already caused a halt in shell dredging in Lake Maurepas. Why add more gas to the fire?
- 4) The authoritative study "Biological Implications of Dredge Holes" by Ralph C. Pisapia of the U.S. Fish and Wildlife Service clearly teaches of the damage done by dredging deep holes. Lack of flushing causes accumulation of toxic substances, decaying organic matter, anoxia, and other adverse effects.

Save Our Coast is a citizens group, with no vested interest, concerned about the erosion of our beautiful Louisiana Coastal Zone. We are not scientists but interested enough to study and learn what authoritative documents teach about this problem. Is it too much for America to ask this of the U.S. Corps of Engineers.

Sincerely,

Harold J. Schaffler

President, Save Our Coast

EXHIBIT M



United States Department of the Interior

FISH AND WILDLIFE SERVICE

POST OFFICE BOX 4305
103 EAST CYPRESS STREET
LAFAYETTE, LOUISIANA 70502

**PUBLIC HEARING STATEMENT OF
U.S. FISH AND WILDLIFE SERVICE
ON THE LAKE PONTCHARTRAIN, LOUISIANA,
AND VICINITY HURRICANE PROTECTION PROJECT
PRESENTED APRIL 12, 1984**

Colonel Lee, distinguished guests, ladies and gentlemen, my name is Robert Strader. I am presenting this statement on behalf of Mr. James W. Pulliam, Jr., Regional Director, U.S. Fish and Wildlife Service, Atlanta, Georgia. My statement represents the views of the Fish and Wildlife Service on the tentatively selected plan for the Lake Pontchartrain, Louisiana, and Vicinity Hurricane Protection project.

Under the authority of the Fish and Wildlife Coordination Act, the National Environmental Policy Act, and other legislation, the Fish and Wildlife Service has been participating in the planning of this project since the 1950's. Lake Pontchartrain is part of a highly productive estuarine ecosystem; it supports a wide range of fish and wildlife species, some of which are considered by the Fish and Wildlife Service to be Species of Special Emphasis on a national or regional basis. These include the bald eagle, several species of migratory waterfowl, American woodcock, mourning dove, American alligator, and numerous others. The fishery resources of Lake Pontchartrain are extremely important from a commercial and recreational standpoint. Estuarine-dependent shrimp, crabs, and finfishes utilize the low-to-moderate salinity waters of Lake Pontchartrain as nursery areas and move to more saline waters as they mature.

In our February 22, 1975, public hearing statement, the Fish and Wildlife Service indicated its concerns regarding the potential effects of the then-proposed tidal barriers at Chef Menteur and the Rigolets Passes on Lake Pontchartrain salinities and the movement of fish and shellfish through those passes. Since that time, the impacts of the High-level Plan and Barrier Plan have been analyzed and compared. The results of this analysis, reported in our draft Fish and Wildlife Coordination Act report, indicate that completion of the High-level Plan would be far less damaging to fish and wildlife resources than completion of the Barrier Plan. Therefore, the Fish and Wildlife Service concurs with the Corps of Engineers' selection of the High-level Plan, rather than the Barrier Plan, as the tentatively selected plan.

In our January 28, 1983, preliminary draft Fish and Wildlife Coordination Act Report and in our October 13, 1983, draft Fish and Wildlife Coordination Act Report, the Service made the following recommendations to reduce impacts on fish and wildlife resources:

- 1) Eliminate the St. Charles Parish alignment, or, if this levee segment is built, operate the proposed water control structures to assure water circulation and estuarine organism movement through the levee.
- 2) Purchase non-development and flowage easements over the 9,700-acre wetland area in New Orleans East and modify the water control structures along the South Point to Gulf Intracoastal Waterway levee segment to allow water and estuarine organism movement through the levee, between the enclosed wetland area and the adjacent estuary.
- 3) Eliminate or reduce impacts associated with the proposed borrow holes in Lake Pontchartrain adjacent to the Jefferson Parish Lakefront levee by either hauling levee material from another area or developing a dredging method that will alleviate water quality or biological productivity problems caused by these holes.
- 4) Develop a mitigation plan that will fully compensate for all quantifiable project impacts to biological productivity resulting from past and future project work and that will be implemented simultaneously with construction of all project features.

Incorporation of a mitigation plan into the main report and supplement to the environmental impact statement is necessary if timely compensation of damages to fish and wildlife resources is to become an integral part of project funding and construction. The addition of a mitigation plan to these reports prior to their being forwarded to Washington for approval and funding will insure full compliance with the Fish and Wildlife Coordination Act and National Environmental Policy Act.

In the St. Charles Parish portion of the project area, the Service considers a levee with gated water-control structures that follows an alignment immediately adjacent to Airline Highway rather than 500 to 1,000 feet north of the highway to be the least damaging, viable alternative. We voiced our support for such an alternative alignment during a recent meeting attended by members of your staff.

The Service recognizes that project modifications to date have significantly reduced impacts to fish and wildlife resources. We stand ready to assist the Corps of Engineers in the refinement of measures to further mitigate those impacts.

Thank you.

EXHIBIT N



CLIO Sportsman's LEAGUE



Address Reply To:

P. O. BOX 26353 • NEW ORLEANS, LA. 70186

4/12/84

My name is Glenn Mercadal and I'm here representing the Clio Sportsman's League of New Orleans whose membership comes from surrounding parishes as well as New Orleans.

I would first like to thank Colonel Lee and the Corps for holding this public meeting at a time when interested groups and individuals would be able to attend.

As we have done in the past, we would once again like to be put on record as opposing the construction of any barrier plan. We would also like to be put on record as not being opposed to hurricane protection but, being opposed to the protection of undeveloped private property at the expense of the public. Too many times so called "hurricane protection" has caused either directly or indirectly the development of acres upon acres of vital wetland habitat.

In St. Charles Parish we favor levee alignment #3. This alignment would provide the maximum opportunity for hurricane protection with a minimum amount of habitat loss.

This levee alignment, #3, should be immediately adjacent to the Airline highway and only deviate to protect existing developments north of the Airline highway. Such a levee should have several gated structures, not drainage structures, so that water circulation can be maintained.

In Jefferson Parish, the idea of dredging Lake Pontchartrain for levee material is totally unexceptable. The present trend seems to be finally shifting in the preservation of the lake. Although suffering from shell dredging, salt water intrusion, sewerage and urban runoff, steps such as limited dredging, new treatment plants and fresh water diversion structures are existing or in the plans to solve many of these problems.

A hole as described for levee construction would do nothing but harm. The Corps themselves even feel that physical and chemical stratification would occur and that such an area would become unfavorable to aquatic life. In lieu of dredging the lake the idea of hauling in fill seems the most environmentally favorable.

In New Orleans East a situation exists which should have never happened and is definitely a prime example of how so called "hurricane protection" has caused the development of wetlands.

Although we tend to favor the Maxent Canal alignment (#2) such a levee would be inside an already existing levee.

Since the chance of removing an existing levee is remote the Maxent Canal alignment would be wasteful. This also seems to remove any real alternative to the existing levee alignment. We therefore can only favor the existing levee alignment with adequate water control structures. Such structures should be in both the eastern most alignment and the alignment north of I-10. Efforts should be made to see that the area bounded by Paris road, Highway 90, the eastern most levee alignment and Lake Pontchartrain be maintained in a wetland status and development limited.

We would also like to point out that unsuspecting home owners have had on-going serious sinking problems as a result of development in New Orleans East.

The St. Bernard levee alignment is virtually in the same situation as New Orleans East. Since levees already exist we can only recommend that improvements be made and that an adequate number of water control structures be installed. Development should be closely monitored and limited.

Mitigation is a very important aspect of this project. Although mentioned, there is no real specific proposed plan. The Corps should recommend a specific plan which should offer compensation for all past and future project damages to fish, wildlife and their habitat.

A possible mitigation for New Orleans East would be the purchase

of non-development rights and flow easements over such property.

No matter what mitigation plan is chosen a key issue we would like to stress is that mitigation must, we repeat, must , become a feature of any final plan before being sent to Washington for funding.

In closing, we again thank Colonel Lee and the Corps for the opportunity to express our views and request that they be considered

EXHIBIT O



CERTIFIED - P-669-875-509

May 11, 1984

Colonel Robert C. Lee
District Engineer
New Orleans District
Corps of Engineers
P.O. Box 60267
New Orleans, Louisiana 70160

Dear Colonel Lee:

Through this letter I wish to submit comments on the "Draft Main Report and Draft Supplement to the Environmental Impact Statement, Lake Pontchartrain, Louisiana, and Vicinity Hurricane Protection Project," dated December, 1983 (DEIS). These comments are submitted in behalf of New Orleans East, Inc., for whom our firm serves as environmental and planning consultant.

New Orleans East, Inc., is a major landowner in eastern Orleans Parish and owns approximately 28,000 acres of land that will be directly or indirectly affected by the proposed project. Of the Corporation's holdings, approximately 18,100 acres lie inside of the proposed levee alignments and approximately 9,900 acres lie outside of the alignments. Approximately 5500 acres of the Corporation's land inside of the proposed alignment is presently under development.

As indicated in the DEIS, New Orleans East, Inc., has applied for a permit to drain 9800 acres of land inside of the existing levee alignment in preparation for additional urban development. This proposed project is consistent with long-term land use plans of the Orleans Parish Planning Commission and the Orleans Parish Council. Such plans for drainage and development of this area have been approved and endorsed by the parish government since the 1950s. The project will result in an urban development that has minimal environmental impacts, provides protection against natural hazards, and which will provide major social and economic benefits to the City of New Orleans and the region. The plans for this project are subject to further public review and permit procedures and as indicated in the DEIS are a separate issue from the hurricane protection levee.

Two possible alignments for the high level plan are considered in the DEIS in the area of the New Orleans East, Inc., properties. The alignment tentatively selected by the Corps follows existing hurricane protection levees. The alternative in designated as the Maxent Canal alignment.

The Maxent Canal alternative alignment would require significant acreage of additional right-of-way through New Orleans East, Inc., property. It should also be pointed out that a segment of Interstate 10, one of the major hurricane evacuation routes for the City of New Orleans, is located within the area enclosed by the existing levee alignment. This section of I-10 was constructed on a low embankment with an average surface elevation of 5.2 feet above mean sea level. Its design was based upon the assumption that it would be within the confines of the hurricane protection levee

page 2
Colonel Robert C. Lee
May 11, 1984

system and that the area adjacent to the embankment would be drained. Abandonment of the existing levee alignment in favor of the Maxent Canal alignment may result in the need to increase the elevation of the roadbed and make other design changes along this segment of the interstate. It appears that these costs have not been considered in comparing the alternatives.

The Corporation favors the tentatively selected high level plan which follows the existing levee alignment in Orleans Parish. This plan will provide needed flood protection for areas currently under development, can be done for the least cost, will require the least amount of additional right-of-way, and will not foreclose options for future land use change that are consistent with good regional planning.

The "Announcement of Public Meeting" for the Hurricane Protection Project, dated March 9, 1984, mentions marsh restoration work at the Chef Menteur barrier structure site. Construction of a bypass channel of the Gulf Intracoastal Waterway around the structure site had begun prior to the court order that stopped the original barrier plan. Diked areas along the bypass channel have been opened and closures have been built in flotation channels and borrow pits to restore natural drainage and tidal flow. The announcement indicates that "the amount of environmental damage at this site requiring mitigation is being reevaluated in light of this restoration work." Since this damage affects New Orleans East, Inc., properties, the Corporation wishes to be kept fully apprised of all such reevaluations and proposals for restoration and/or mitigation in the vicinity of the barrier structure site as well as any other proposals for mitigation which may affect its properties.

It should also be noted that the long term plans for New Orleans East, Inc., for use of this strategically located property will be consistent with the approved plans of Orleans Parish, both in regard to areas designated for development, and for areas designated for conservation management. New Orleans East, Inc., has always been, and continues to be supportive of projects that represent a wise use of the land and its resources. It is the Corporation's intention to work in conjunction with public bodies in moving toward a long-term, multi-use plan for this strategically located property that will serve the people of the region in the best possible way.

Thank you for providing the opportunity to comment on this important project.

Sincerely yours,



Sherwood M. Gagliano, Ph.D.
Agent for New Orleans East, Inc.

SMG/ld

cc: Nolan Marye
New Orleans East, Inc.

EXHIBIT P

STATEMENT: LAKE PONTCHARTRAIN AND VICINITY HURRICANE PROTECTION LEVEE

IN OUR STATEMENT ON THIS MATTER DELIVERED AT A PUBLIC HEARING ON FEBRUARY 22, 1975, WE DISCUSSED THE LEVEE ALIGNMENT IN ST. CHARLES PARISH AND ADVOCATED THE U. S. HIGHWAY 61 ALIGNMENT. THIS ADVOCACY WAS BASED UPON SEVERAL CONSIDERATIONS THAT WE THOUGHT PARAMOUNT AT THAT TIME. THOSE CONSIDERATIONS INCLUDED THE ADVERSE IMPACT OF THE AUTHORIZED ALIGNMENT ON THE PRODUCTIVITY OF LAKE PONTCHARTRAIN, AND THE POTENTIAL FOR FURTHER ENCROACHMENT OF DEVELOPMENT INTO THE WETLANDS THAT WOULD HAVE BEEN ISOLATED BY THE HURRICANE PROTECTION LEVEE ALONG THE LAKESHORE. ON THESE TWO POINTS OUR VIEWS REMAIN BASICALLY UNCHANGED. ALTHOUGH WE REALIZE THAT 404 HAS ALTERED THE COMPLEXION OF THE DEVELOPMENT ISSUE, IT HAS NOT BEEN ALTERED SUBSTANTIALLY ENOUGH TO CAUSE US TO TOTALLY REVERSE OUR STANCE.

OUR APPROACH TO THE IMPACT ANALYSIS AT THAT TIME WAS FROM AN AQUATIC ECOSYSTEM PERSPECTIVE, I.E. THE EFFECTS ON THE LAKE AND ITS PRODUCTIVITY. THE PROBLEMS WHICH HAVE SINCE COME TO LIGHT AFFECTING THE TERRESTRIAL SYSTEM IN THE AREA SUCH AS SALTWATER INTRUSION AND SUBSIDENCE WERE EITHER OVERLOOKED OR NOT CONSIDERED SIGNIFICANT AT THE TIME.

WE NOW FIND OURSELVES IN A POSITION OF NECESSARILY ASSESSING THE POTENTIAL IMPACTS FROM BOTH THE AQUATIC AND TERRESTRIAL PERSPECTIVE. THE WETLANDS ARE NO LESS IMPORTANT TO THE LAKES PRODUCTIVITY TODAY THAN THEY WERE NINE YEARS AGO, HOWEVER THESE WETLANDS ARE BEING RAPIDLY DEGRADED, AND IN SOME CASES CONVERTED TO OPEN WATER, THUS LOWERING THEIR VALUE BOTH AS AN AQUATIC AND A TERRESTRIAL ECOSYSTEM. THIS DEGRADATION IS MOST NOTICEABLY MANIFESTED IN THE REDUCTION OF THE QUALITY OF WINTERING HABITAT FOR MIGRATORY WATERFOWL. THE INTRODUCTION

OF THE ALLIGATOR FLEA BEETLE INTO THE UNITED STATES BY THE CORPS OF ENGINEERS AND ITS EVENTUAL INVASION OF THE ST. CHARLES PARISH MARSHES ELIMINATED THIS IMPORTANT MARSH SEMI-AQUATIC PLANT. ITS REMOVAL PERMITTED AN ACCELERATED INTERCHANGE OF WATER FROM THE INTERIOR MARSHES AND SWAMPS. THE ILLINOIS GULF CENTRAL RAILROAD EMBANKMENT HAS PLAYED A KEY ROLE IN RETARDING THE DEGRADATION OF THESE MARSHES BY CONCENTRATING THE SALTWATER INTRUSION ALONG THE WATERWAYS LEADING TO THEIR TRESSELS. THIS IS CLEARLY SHOWN BY THE ESTABLISHMENT OF SALTWATER PLANT COMMUNITIES SUCH AS WIREGRASS ON THE RIVER SIDE OF THE RAILROAD EMBANKMENT ADJACENT TO THESE OPENINGS. THE ALARMING EDAPHIC CHANGES IN THESE MARSHES IS NOT ONLY LIMITED TO THE MARSHLAND BUT HAS BEGUN TO CLEARLY DEMONSTRATE ITSELF IN THE CYPRESS TUPELO SWAMP COMPLEX. EACH YEAR THERE IS AN INCREASING NUMBER OF CYPRESS WHICH FAIL TO LEAF OUT IN THE SPRINGTIME AND THE GENERAL HEALTH AND VIGOR OF THE SWAMP IN THE EASTERN PART OF THE AREA ARE CLEARLY SHOWING THE STRESS OF SALTWATER INTRUSION. THIS IS WHERE THE SOUTHERN BALD EAGLE NEST IS LOCATED AND SHOULD BE GIVEN HIGH PRIORITY AS CRITICAL HABITAT FOR THIS ENDANGERED SPECIES.

THE ENCROACHMENT OF THE LAKE INTO THE ST. CHARLES WETLANDS MUST BE RETARDED OR REVERSED, IF POSSIBLE, TO MAINTAIN THE BALANCE THAT HAS EXISTED HERE FOR SOME TIME. ^{THAT} ~~A~~ MEANS THAT AQUATIC ORGANISMS MUST STILL HAVE ACCESS TO THE WETLANDS AND THE SCENIC STREAMS MUST REMAIN INTACT, BUT THE WETLANDS, TO MAINTAIN THEIR IMPORTANCE TO THESE ORGANISMS MUST ALSO BE MAINTAINED.

THE ONLY WAY THAT THE BALANCE CAN BE PRESERVED IS TO PREVENT FURTHER EROSION AND SALTWATER INTRUSION INTO WETLANDS. THE PREVENTION OF THE TWO MENTIONED ACTIVITIES COULD BE ACCOMPLISHED BY BUILDING THE

LEVEE ON THE LAKE FRONT, BUT THAT WOULD NOT MAINTAIN THE BALANCE AND AGAIN RAISE THE FORMER OBJECTIONS. BUILDING THE LEVEE ALONG HIGHWAY 61 WILL NOT, BY ITSELF, PREVENT THE FURTHER DEGRADATION OF THESE IMPORTANT WETLANDS. THEREFORE, A COMBINATION OF METHODS MUST BE EMPLOYED TO PROVIDE BOTH HURRICANE PROTECTION FOR THE DEVELOPED AREAS WHILE MAINTAINING THE INTEGRITY OF THE WETLANDS AND THEIR RELATIONSHIP TO THE LAKE.

IT IS ESSENTIAL THAT SOME WORK BE ACCOMPLISHED ALONG THE LAKE-SHORE OF ST. CHARLES PARISH BETWEEN THE BONNET CARRE' AND THE JEFFERSON PARISH LINE. IF THIS IS NOT ACCOMPLISHED THEN THE MARSHES AND SWAMPS WILL CONTINUE TO CONVERT TO OPEN WATER EVENTUALLY RESULTING IN A LAKESHORE LEVEE ALIGNMENT BY DEFAULT. THAT IS THE LEVEE OR THE ILLINOIS GULF CENTRAL RAILROAD EMBANKMENT WILL BECOME THE LAKESHORE.

ST. CHARLES PARISH HAS A PLAN (A PORTION OF WHICH HAS BEEN IMPLEMENTED) WHICH SHOULD BE OF BENEFIT TO THE WETLANDS HERE. WE ASK THE CORPS, AS PART OF THE MITIGATION PACKAGE FOR THIS PROJECT, TO ASSIST AND ENCOURAGE ST. CHARLES PARISH AND THE STATE OF LOUISIANA IN FUNDING AND IMPLEMENTING THIS PLAN, AND/OR CONSTRUCT SUCH BARRIERS, WATER CONTROL STRUCTURES AND APPURTENANCES THAT ARE REQUIRED TO STABILIZE AND PRESERVE THE ST. CHARLES WETLANDS WHICH WILL BE IMPACTED BOTH DIRECTLY AND INDIRECTLY AS A RESULT OF THIS PROJECT.

UNLESS SOME ACTION IS TAKEN TO MAINTAIN THESE WETLANDS AND THEIR ECOLOGICAL SIGNIFICANCE TO LAKE PONTCHARTRAIN, ST. CHARLES, JEFFERSON AND ORLEANS PARISHES, THE DEPARTMENT OF WILDLIFE AND FISHERIES CANNOT FULLY SUPPORT THE U. S. 61 ALIGNMENT DESPITE THE STAND THAT WE HAVE TAKEN IN PAST YEARS.

VI. SCENARIO PREPARED FOR PUBLIC MEETING

LAKE PONTCHARTRAIN, LOUISIANA, AND VICINITY

HURRICANE PROTECTION PROJECT

12 APRIL 1984

PUBLIC MEETING

OPENING REMARKS

THEIS: GOOD EVENING LADIES AND GENTLEMEN, WELCOME TO THIS MEETING. I AM ARTHUR THEIS, THE CHIEF ENGINEER FOR THE OFFICE OF PUBLIC WORKS OF THE LOUISIANA DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT. (INTRODUCES OPW STAFF) THE OFFICE OF PUBLIC WORKS IS A STATE AGENCY DESIGNATED TO REPRESENT OUR STATE IN THE REVIEW AND COORDINATION OF WATER RESOURCES STUDIES AND PROJECTS IN LOUISIANA. OUR PURPOSE HERE THIS EVENING IS TO GIVE YOU AN OPPORTUNITY TO PRESENT YOUR VIEWS ON THE TENTATIVELY SELECTED PLAN FOR COMPLETING THE ONGOING LAKE PONTCHARTRAIN, LOUISIANA, AND VICINITY HURRICANE PROTECTION PROJECT.

THE CORPS' PRESENT STUDIES WERE BEGUN AS A RESULT OF LAWSUITS FILED IN 1975 AGAINST THE PROJECT AND A RESULTANT 1977 COURT INJUNCTION AGAINST PORTIONS OF THE PROJECT. THE GOAL OF THESE STUDIES IS TO DETERMINE THE BEST PLAN OF ACTION TO COMPLETE THE HURRICANE PROTECTION PROJECT AND LEGALLY DOCUMENT THE PLAN BY SUPPLEMENTING THE EXISTING ENVIRONMENTAL IMPACT STATEMENT.

PLEASE KEEP IN MIND THAT PUBLIC MEETINGS SUCH AS THIS ONE ARE HELD TO OBTAIN THE VIEWS AND OPINIONS OF THOSE OF YOU WHO MAY BE AFFECTED BY IMPLEMENTING THE PROPOSED PLAN.

AT THIS TIME I WOULD LIKE TO INTRODUCE TO YOU COLONEL ROBERT LEE, DISTRICT ENGINEER OF THE NEW ORLEANS DISTRICT OF THE CORPS OF ENGINEERS WHO WILL CONDUCT THE BUSINESS PORTION OF TODAY'S MEETING.

LEE: LADIES AND GENTLEMEN, AS MR. THEIS SAID, WE ARE HERE THIS EVENING TO PRESENT THE DETAILS OF OUR TENTATIVELY SELECTED PLAN FOR PROVIDING HURRICANE FLOOD PROTECTION -AT THE EARLIEST POSSIBLE TIME FOR PEOPLE RESIDING IN THE GREATER NEW ORLEANS METROPOLITAN AREA. THIS IS THE "HIGH LEVEL" OR LEVEES ONLY PLAN. AS THE PROJECT MANAGER WILL EXPLAIN, WE DECIDED ON THE HIGH LEVEL PLAN BASED ON TWO MAJOR CONSIDERATIONS. FIRST, THIS PLAN WILL PROVIDE HURRICANE PROTECTION TO THE CITIZENS OF GREATER NEW ORLEANS AT THE LOWEST COST, AND SECONDLY, IT WILL BE LESS ENVIRONMENTALLY DAMAGING THAN THE PREVIOUSLY PROPOSED BARRIER PLAN. WE EXPECT TO PROVIDE SIGNIFICANT PROTECTION TO THE MAJORITY OF AREA RESIDENTS BY 1990 WITH THIS PLAN.

THIS PLAN WAS PRESENTED TO THE PUBLIC ONCE BEFORE IN NOVEMBER 1981 AT A MEETING HELD HERE. SINCE THAT TIME, THE PLAN HAS BEEN MODIFIED TO INCLUDE PROTECTION FOR THE EAST BANK OF ST. CHARLES PARISH. A DRAFT ENVIRONMENTAL IMPACT STATEMENT WAS PREPARED AND WAS MADE AVAILABLE TO THE PUBLIC IN DECEMBER 1983 FOR REVIEW AND COMMENT. WE WILL CONSIDER WRITTEN COMMENTS RECEIVED ON THE EIS AND STATEMENTS MADE AT THIS MEETING IN PREPARING THE FINAL EIS. WHEN FINALIZED, THE EIS WILL BE SUBMITTED TO THE ENVIRONMENTAL PROTECTION AGENCY AS A SUPPLEMENT TO THE EXISTING EIS.

I'D LIKE TO BRIEFLY EXPLAIN HOW WE PLAN TO PROCEED THIS EVENING. FIRST, WE'LL GIVE YOU A PRESENTATION ON OUR STUDY FINDINGS. FOLLOWING OUR PRESENTATION, WE'LL RECEIVE COMMENTS BY INDIVIDUALS BEGINNING WITH ELECTED AND APPOINTED OFFICIALS. WITH US TONIGHT ARE ... (RECOGNIZES MEMBERS OF CONGRESS AND IMPORTANT OFFICIALS).

I WOULD ALSO LIKE TO INTRODUCE SEVERAL MEMBERS OF MY STAFF WHO ARE WITH ME TODAY. THEY HAVE BEEN DIRECTLY INVOLVED IN THE LAKE PONTCHARTRAIN STUDY. (INTRODUCES STAFF). THESE FOLKS WILL BE AVAILABLE AFTER THE MEETING SHOULD YOU CARE TO SPEAK TO THEM ABOUT THE PROJECT.

AT THIS TIME I'LL HAVE THE STUDY MANAGER, LYNN DEVAUL PRESENT OUR STUDY FINDINGS.

DEVAUL: THANK YOU COL LEE

(SLIDE 1) THE LAKE PONTCHARTRAIN, LOUISIANA, AND VICINITY HURRICANE PROTECTION PROJECT AS ORIGINALLY AUTHORIZED CONSISTED (SLIDE 2) OF LEVEES AND FLOODWALLS ALONG LAKE PONTCHARTRAIN AND ENCIRCLING THE CHALMETTE AREA AS WELL AS BARRIER COMPLEXES AT THE LAKE'S MAIN TIDAL PASSES AT THE RIGOLETS, CHEF MENTEUR PASS, AND SEABROOK. (SLIDE 3). THE BARRIERS WOULD PROVIDE PROTECTION FROM HURRICANES ALONG CERTAIN PATHS WHICH TEND TO DRIVE WATER INTO THE LAKE. AS THE STORM PASSES, THE WINDS PUSH THE WATER AGAINST THE SOUTH SHORE INTO THE CITY. THESE BARRIER COMPLEXES, WHICH WOULD NORMALLY REMAIN OPEN, WOULD BE CLOSED ONLY WHEN HURRICANES APPROACH LAKE PONTCHARTRAIN IN ORDER TO REDUCE THE BUILD-UP OF WATER LEVELS IN THE LAKE. CONSTRUCTION OF THE BARRIER COMPLEXES WOULD, THEREFORE, REDUCE THE HEIGHT AND COSTS OF LEVEE AND FLOODWALL CONSTRUCTION ALONG THE SOUTH SHORE OF LAKE PONTCHARTRAIN. (SLIDE 4) THE NEXT 3 SLIDES SHOW AN ARTIST'S DRAWING OF THE 3 BARRIER COMPLEXES. THE RIGOLETS, (SLIDE 5) CHEF MENTEUR, (SLIDE 6) SEABROOK.

(SLIDE 7) THE REMAINDER OF THE AUTHORIZED PLAN'S FEATURES CONSISTS OF LEVEES (SLIDE 8) AND FLOODWALLS. (SLIDE 9) CONSTRUCTION ON THIS PROJECT WAS INITIATED IN 1966. TO DATE THE PROJECT IS 51 PERCENT COMPLETE. EXCLUDING THE BARRIERS, THE PROJECT IS 75 PERCENT COMPLETE. A TOTAL OF \$185 MILLION HAS BEEN SPENT ON CONSTRUCTION WORK SO FAR. THERE ARE ONLY TWO PORTIONS OF THE PROJECT WHICH HAVE NOT BEEN STARTED--THE ST. CHARLES PARISH LEVEE WHICH WAS DEFERRED FOR ENVIRONMENTAL REASONS AND THE MANDEVILLE SEAWALL.

(SLIDE 10) IN 1975 THE NEW ORLEANS DISTRICT COMPLETED AN ENVIRONMENTAL IMPACT STATEMENT ON THE PROJECT. LOCAL ENVIRONMENTAL GROUPS CHALLENGED THE ADEQUACY OF THE EIS IN COURT AND IN 1977 THE COURT FOUND THAT THE EIS WAS INADEQUATE IN ITS ASSESSMENT OF THE IMPACTS OF TWO OF THE BARRIER STRUCTURES. THE COURT ENJOINED US FROM FURTHER WORK ON THE ENTIRE PROJECT UNTIL AN ADEQUATE EIS COULD BE PREPARED. (SLIDE 11) AFTER PRESENTATION OF ADDITIONAL EVIDENCE BY THE CORPS, THE INJUNCTION WAS MODIFIED IN 1978 TO INCLUDE ONLY THE RIGOLETS AND CHEF MENTEUR BARRIER STRUCTURES. WE HAVE BEEN ABLE TO CONTINUE WORK ON THE LEVEE AND FLOODWALL PORTIONS OF THE PROJECT.

(SLIDE 12) IN ADDITION TO PREPARING A SUPPLEMENT TO THE EIS, THE COURT DIRECTED THE CORPS TO INVESTIGATE ALTERNATIVE PLANS OF HURRICANE PROTECTION.

THERE ARE ONLY TWO METHODS OF PROTECTION--ONE IS TO USE BARRIERS COMBINED WITH LEVEES AND FLOODWALLS LIKE THE AUTHORIZED BARRIER PLAN. THE OTHER IS TO CONSTRUCT ONLY LEVEES AND FLOODWALLS. THIS PLAN CAME TO BE KNOWN AS THE HIGH LEVEL PLAN BECAUSE IT WOULD PROVIDE HIGHER LEVEES THAN THE BARRIER PLAN. UNDER THE HIGH LEVEL PLAN, THE LEVEES ALONG LAKE PONTCHARTRAIN WOULD BE CONSTRUCTED HIGH ENOUGH TO CONTAIN THE SWOLLEN LAKE WITHOUT THE USE OF BARRIER STRUCTURES. LEVEES ALONG THE GULF OUTLET, THE INNER HARBOR NAVIGATION CANAL, AND IN CHALMETTE WOULD BE THE SAME HEIGHT UNDER EITHER PLAN. WITHIN EACH PLAN, WE LOOKED AT DIFFERENT LEVEE ALIGNMENTS AND VARIOUS CONSTRUCTION METHODS TO DEVELOP THE BEST BARRIER PLAN AND THE BEST HIGH LEVEL PLAN BOTH ECONOMICALLY AND ENVIRONMENTALLY.

FIRST WE LOOKED AT VARYING LEVEE ALIGNMENTS AS A WAY OF REDUCING COSTS AND ENVIRONMENTAL IMPACTS. BECAUSE OF THE EXTENT OF EXISTING URBAN DEVELOPMENT AND THE DEGREE OF LEVEE WORK ALREADY COMPLETED, IT WAS ONLY POSSIBLE TO VARY ALIGNMENTS IN TWO AREAS, NEW ORLEANS EAST AND ST. CHARLES PARISH.

(SLIDE 13) TWO ALIGNMENTS WERE STUDIED IN NEW ORLEANS EAST.

THE AUTHORIZED LEVEE ALIGNMENT WOULD RAISE AND STRENGTHEN THE EXISTING LEVEES SURROUNDING NEW ORLEANS EAST. THE EXISTING DRAINAGE STRUCTURES WOULD BE MODIFIED SO THAT THE DRAINAGE PATTERNS IN THE ENCLOSED AREA WOULD REMAIN UNCHANGED.

IN THE NEW ORLEANS EAST AREA CONCERN HAS BEEN EXPRESSED OVER THE ENCLOSURE OF 13,000 ACRES OF WETLANDS BY THE AUTHORIZED ALIGNMENT. THEREFORE, WE STUDIED AN ALTERNATIVE LEVEE ALIGNMENT ROUGHLY PARALLELING MAXENT CANAL FOR BOTH BARRIER AND HIGH LEVEL PLAN. (SLIDE 14) THE MAXENT CANAL ALIGNMENT WOULD EXCLUDE ABOUT 13,000 ACRES OF WETLANDS. ALTHOUGH THIS ALIGNMENT IS MUCH SHORTER IN LENGTH THAN THE AUTHORIZED LEVEE ALIGNMENT IT WOULD REQUIRE CONSTRUCTION OF A BRAND NEW LEVEE RATHER THAN MERELY IMPROVING EXISTING LEVEES. FOR THIS REASON, THE MAXENT CANAL ALIGNMENT WOULD COST APPROXIMATELY \$70 MILLION MORE THAN THE AUTHORIZED LEVEE ALIGNMENT FOR EITHER THE BARRIER OR THE HIGH LEVEL PLAN.

ACTUALLY
THE COST DIFFERENTIAL BETWEEN THE TWO ALIGNMENTS IS ~~EVEN~~
GREATER THAN THE \$70 MILLION THAT WAS ~~ORIGINALLY~~ CALCULATED FOR
THE REPORT. CONSTRUCTION WORK HAS ~~BEEN ONGOING~~ ^{CONTINUED} ON THE AUTHORIZED
ALIGNMENT SINCE THE TIME THESE COSTS ESTIMATES WERE PREPARED, SO
THE COST TO COMPLETE THE AUTHORIZED ALIGNMENT IS NOW LESS.

(SLIDE 15) THE WETLAND AREA BETWEEN THE TWO LEVEE
ALIGNMENTS HAS BEEN ENCLOSED BY LOCALLY-BUILT LEVEES AND RAILROAD
EMBANKMENTS SINCE 1958. CONTROL STRUCTURES IN THE EXISTING LEVEE
PROVIDE FOR ONE-WAY DRAINAGE OUT OF THE AREA. SINCE THIS AREA
HAD BEEN CUT FROM NORMAL TIDAL EXCHANGE PRIOR TO THE FEDERAL
HURRICANE PROTECTION PROJECT, SELECTING THE AUTHORIZED ALIGNMENT
WOULD NOT CHANGE THE DRAINAGE CONDITIONS. NO NEW WETLAND AREAS
ARE GOING TO BE ENCLOSED. BASED ON OUR ASSESSMENT OF
ENVIRONMENTAL IMPACTS, THE SELECTION OF THE MAXENT CANAL
ALIGNMENT FOR AN ADDITIONAL \$70 MILLION OR MORE SOLELY TO EXCLUDE
THESE WETLANDS, IS NOT ECONOMICALLY JUSTIFIED.

ALREADY ENCLOSED

CONCERN HAS BEEN EXPRESSED THAT THE WETLANDS INSIDE THE AUTHORIZED ALIGNMENT WOULD BE SUBJECT TO DRAINAGE AND DEVELOPMENT. THE DEVELOPMENT OF THESE WETLANDS WILL CONTINUE TO BE REGULATED UNDER THE AUTHORITY OF SECTION 404 OF THE CLEAN WATER ACT WHICH REQUIRES A PERMIT FROM THE CORPS OF ENGINEERS TO DEPOSIT DREDGE OR FILL MATERIAL IN WETLANDS. THESE PERMIT DECISIONS ARE MADE BASED ON THE OVERALL PUBLIC INTEREST. IF A PERMIT WERE ISSUED FOR DEVELOPMENT IN THIS AREA, THE DEVELOPER WOULD BE REQUIRED TO PROVIDE MITIGATION. (SLIDE 16) IN ADDITION, WE DID NOT CLAIM ANY BENEFITS FOR FUTURE DEVELOPMENT OF THESE WETLANDS. JUSTIFICATION FOR THE HURRICANE PROTECTION PROJECT DOES NOT DEPEND ON POTENTIAL FUTURE DEVELOPMENT IN THE NEW ORLEANS EAST WETLANDS. WE CHOSE THE AUTHORIZED LEVEE ALIGNMENT IN THIS AREA FOR BOTH THE BARRIER AND THE HIGH LEVEL PLANS BECAUSE IT IS THE MOST ECONOMICAL ALTERNATIVE AND WILL NOT CHANGE EXISTING DRAINAGE PATTERNS. ~~IF~~ WE THEN LOOKED AT LEVEE ALIGNMENTS IN ST. CHARLES PARISH.

THE PLAN PRESENTED AT THE PUBLIC MEETING HELD IN 1981 DID NOT INCLUDE HURRICANE PROTECTION FOR ST. CHARLES PARISH BECAUSE NONE WAS BELIEVED TO BE ECONOMICALLY JUSTIFIED. FIELD INVESTIGATIONS MADE SINCE THAT TIME HAVE INDICATED THAT HURRICANE DAMAGES IN ST. CHARLES PARISH WOULD BE GREATER THAN ORIGINALLY CALCULATED AND WOULD BE SUFFICIENT TO JUSTIFY PROVIDING PROTECTION.

(SLIDE 17) IN THE ST. CHARLES PARISH AREA, WE LOOKED AT THREE LEVEE ALIGNMENTS: THE AUTHORIZED LAKEFRONT ALIGNMENT, AN ALIGNMENT RUNNING NORTH OF AND GENERALLY PARALLEL TO THE AIRLINE HIGHWAY (THE NORTH OF AIRLINE HIGHWAY ALIGNMENT), AND A THIRD ALIGNMENT WHICH IS SIMILAR TO THE SECOND EXCEPT THAT A PORTION OF THE LEVEE WOULD JOG SOUTH OF AIRLINE HIGHWAY.

THE LAKEFRONT ALIGNMENT WOULD BE THE MOST-EXPENSIVE OF THE ALTERNATIVES TO CONSTRUCT. IT WOULD COST APPROXIMATELY $2\frac{1}{2}$ TIMES AS MUCH AS THE CHEAPEST ALTERNATIVE OR OVER \$80 MILLION MORE. THIS ALIGNMENT WOULD ALSO HAVE THE MOST SEVERE ENVIRONMENTAL IMPACTS. (SLIDE 18) IT WOULD RESTRICT TIDAL EXCHANGE TO A VERY VALUABLE AND PRODUCTIVE WETLAND AREA. THE LEVEE WOULD ALSO IMPACT BAYOU LA BRANCHE AND BAYOU TREPAGNIER WHICH THE STATE HAS DESIGNATED AS NATURAL AND SCENIC STREAMS. THEREFORE, WE ELIMINATED THIS ALIGNMENT FOR BOTH ECONOMIC AND ENVIRONMENTAL REASONS. (SLIDE 19) THE NORTH OF AIRLINE HIGHWAY ALIGNMENT IS THE LEAST EXPENSIVE ALTERNATIVE. CULVERTS WOULD BE PROVIDED IN THE LEVEE TO MAINTAIN THE EXISTING DRAINAGE PATTERNS IN THE WETLANDS SOUTH OF AIRLINE. THESE WETLANDS CURRENTLY RECEIVE FLOW THROUGH CULVERTS UNDERNEATH THE AIRLINE HIGHWAY EMBANKMENT.

THIS ALIGNMENT WOULD LEAVE 26,000 ACRES OF VALUABLE WETLANDS BETWEEN THE LAKE AND THE LEVEE OPEN TO TIDAL INTERCHANGE.

(SLIDE 20) WE ALSO STUDIED AN ALIGNMENT SOUTH OF AIRLINE HIGHWAY. THIS ALIGNMENT WOULD SWING BEHIND A 3,200-ACRE WETLAND AREA. SINCE THE DRAINAGE PATTERNS FOR THE NORTH AND SOUTH ALIGNMENTS WOULD BE IDENTICAL, THE ENVIRONMENTAL IMPACTS OF THE NORTH AND SOUTH ALIGNMENTS WOULD BE LIMITED TO THOSE DIRECTLY RELATED TO CONSTRUCTION ACTIVITIES AND WOULD BE SIMILAR. THE SOUTH ALIGNMENT IS OVER 2 MILES LONGER THAN THE NORTH ALIGNMENT AND WOULD COST 20 TO 25 PERCENT MORE. WE SELECTED THE NORTH ALIGNMENT FOR BOTH THE BARRIER AND HIGH LEVEL PLANS ON THE BASIS OF ECONOMIC AND ENVIRONMENTAL FACTORS.

AS IN NEW ORLEANS EAST, UNCONTROLLED DEVELOPMENT WOULD NOT TAKE PLACE IN THE WETLANDS INCLOSED BY THE LEVEE SYSTEM. DEVELOPMENT IN THIS AREA WOULD REMAIN SUBJECT TO PERMITTING BY THE CORPS UNDER SECTION 404 OF THE CLEAN WATER ACT.

IN ADDITION TO ANALYZING LEVEE ALIGNMENTS, WE LOOKED AT THE BEST WAY TO CONSTRUCT INDIVIDUAL LEVEE REACHES. I WILL SUMMARIZE THE ANALYSIS OF CONSTRUCTION METHODS FOR ONE REACH ONLY-- JEFFERSON PARISH LAKEFRONT.

(SLIDE 21) THERE ARE TWO GENERAL DESIGNS THAT COULD BE USED, AN ALL EARTHEN LEVEE OR A LEVEE WITH AN I-WALL ON TOP. THE I-WALL DESIGN COULD ALSO INCLUDE A WIDE BARGE BERM ON THE LAKE SIDE TO PREVENT RUNAWAY BARGES FROM HITTING AND POSSIBLY DAMAGING THE I-WALL. WITHOUT THE BARGE BERM, THE I-WALL DESIGN WOULD NOT HAVE THE SAME DEGREE OF INTEGRITY AS THE ALL EARTH LEVEE.

THIS SLIDE SHOWS 7 ALTERNATIVES DEVELOPED AND THEIR RESPECTIVE COSTS. THE SELECTION WAS NARROWED TO THE THREE ALTERNATIVES WITH A FIRST COST UNDER \$200 MILLION. THESE ALTERNATIVES ARE THE ALL EARTHEN LEVEE HYDRAULIC FILL WITHOUT PONDING AREA, I-WALL ON LEVEE WITH BARGE BERM USING HYDRAULIC FILL WITHOUT PONDING AREA, AND I-WALL ON LEVEE WITHOUT BARGE BERM USING HAULED CLAY FILL. ON THE BASIS OF COST AND DESIGN INTEGRITY WE SELECTED THE ALL EARTH LEVEE CONSTRUCTED OF HYDRAULIC FILL WITHOUT PONDING AREA. WE ALSO CONSIDERED THE ENVIRONMENTAL IMPACTS OF THIS ALTERNATIVE.

THE LEVEE WILL BE CONSTRUCTED FROM MATERIAL OBTAINED FROM BORROW PITS WITH A TOTAL ACREAGE OF 573 ACRES IN LAKE PONTCHARTRAIN OFFSHORE OF JEFFERSON PARISH. THE BORROW PITS WILL BE UP TO 60 FEET DEEP. SHALLOWER BORROW PITS COULD NOT BE ECONOMICALLY USED. THE FIRST 40 FEET OF MATERIAL IS COMPOSED PRIMARILY OF SOFT CLAY AND MUCK AND IS NOT VERY SUITABLE FOR LEVEE BUILDING BECAUSE OF ITS HIGH WATER CONTENT. IF ONLY THIS MATERIAL WERE USED, TWICE AS MUCH MATERIAL WOULD BE NEEDED AND SUBSEQUENTLY THE SURFACE AREA OF THE BORROW PITS WOULD NEED TO BE MUCH LARGER. BECAUSE MORE MATERIAL WOULD BE NEEDED, THE COST WOULD ALSO INCREASE BY ABOUT 60 PERCENT.

THE ADVERSE ENVIRONMENTAL IMPACTS OF THE BORROW PITS FALL INTO TWO CATEGORIES. THE FIRST WOULD BE THE DESTRUCTION OF THE BENTHIC COMMUNITY IN THE AREA OF THE BORROW PITS. BENTHOS ARE ANIMALS WHICH LIVE ON OR IN THE BOTTOM OF THE LAKE SUCH AS WORMS; CLAMS, AND SHRIMP. THE PROPOSED BORROW PITS WOULD DESTROY THE BENTHOS IN THE CONSTRUCTION AREA, AND THEY WOULD NOT BE ABLE TO REESTABLISH BECAUSE OF THE DEPTH OF THE HOLE. HOWEVER, THE AREA IMPACTED REPRESENTS ONLY ONE TENTH OF ONE PERCENT OF THE TOTAL BENTHIC HABITAT IN THE LAKE.

THE SECOND ADVERSE IMPACT ASSOCIATED WITH THE BORROW PITS IS THE EFFECT ON WATER QUALITY. ~~BOLESTARS AND SALT WATER~~ ^{MORE SALINE} ~~WOULD~~ ^{COULD} TEND TO COLLECT IN THE HOLES. DISSOLVED OXYGEN AT THE BOTTOM OF THE HOLES COULD BECOME TOO LOW TO SUPPORT AQUATIC LIFE IN A FEW MONTHS OF THE YEAR. ~~NORMALLY~~ ^{HOWEVER}, THERE WOULD NOT BE ANY SIGNIFICANT MIXING BETWEEN THE WATER AT THE BOTTOM OF THE BORROW PITS AND THE SURROUNDING WATER. ~~A SEVERE STORM COULD CAUSE ENOUGH TURBULENCE FOR MIXING.~~

THE ADVERSE ENVIRONMENTAL IMPACTS ASSOCIATED WITH THE BORROW PITS IN LAKE PONTCHARTRAIN COULD BE ELIMINATED ALL TOGETHER BY USING MATERIAL HAULED IN FROM ANOTHER LOCATION SUCH AS THE BONNET CARRE SPILLWAY.

THE CHEAPEST HAULED MATERIAL ALTERNATIVE IS \$126 MILLION MORE THAN THE ALTERNATIVE SELECTED. WE DO NOT BELIEVE THAT THE ENVIRONMENTAL IMPACTS TO THE LAKE ARE SEVERE ENOUGH TO WARRANT SPENDING \$126 MILLION TO AVOID THEM. WE ARE CONTINUING TO INVESTIGATE WAYS TO MINIMIZE THE IMPACTS OF THE HOLES AT A REASONABLE COST.

BASED ON THE RESULTS OF OUR STUDIES OF ALIGNMENTS AND CONSTRUCTION METHODS, WE FORMULATED A "BEST" BARRIER PLAN AND A "BEST" HIGH LEVEL PLAN. (SLIDE 22) (SLIDE 23) THESE PLANS USE THE SAME ALIGNMENTS. THEY DIFFER ONLY IN THE LEVEE HEIGHTS AND THE USE OF THE BARRIER STRUCTURES.

THESE TWO BEST PLANS WERE THEN COMPARED TO EACH OTHER. THE THREE CATEGORIES OF COMPARISON USED WERE ECONOMICS (COSTS AND BENEFITS), ENVIRONMENTAL IMPACTS (BOTH SHORT TERM AND LONG TERM), AND SOCIAL IMPACTS.

(SLIDE 24) A COMPARISON OF COSTS SHOWS THAT THE HIGH LEVEL PLAN WOULD COST APPROXIMATELY \$115 MILLION LESS TO COMPLETE THAN THE BARRIER PLAN. THE NET BENEFITS, THE DIFFERENCE BETWEEN THE ANNUAL COST AND ANNUAL BENEFITS, ARE GREATER FOR THE HIGH LEVEL PLAN - \$73 MILLION VERSUS \$61 MILLION. THIS IS THE MAJOR CRITERION THE CORPS USES FOR ECONOMIC DECISION MAKING.

(SLIDE 25) THE AUTHORIZATION FOR THIS PROJECT REQUIRED THAT NON-FEDERAL INTERESTS CONTRIBUTE 30 PERCENT OF THE FIRST COST OF THE PROJECT. THE NON-FEDERAL SHARE CONSISTS OF LANDS, RELOCATIONS, AND CASH OR EQUIVALENT WORK. THE LOCAL SPONSORS FOR THIS PROJECT WILL INCLUDE THE STATE OF LOUISIANA, SEVERAL LEVEE DISTRICTS, AND A PARISH POLICE JURY.

(SLIDE 26) SELECTION OF THE HIGH LEVEL PLAN WOULD RESULT IN AN OVERALL DECREASE IN THE LOCAL SPONSORS' SHARE EXCEPT IN JEFFERSON PARISH WHERE THE COST WOULD INCREASE AND IN ST. BERNARD WHERE THE SHARE WOULD NOT CHANGE. THESE NUMBERS ARE BASED ON ESTIMATES OF CONSTRUCTION COST AND ARE FOR COMPARISON PURPOSES. THE FINAL LOCAL SHARE IS BASED ON THE ACTUAL CONSTRUCTION COST.

(SLIDE 27) THE HIGH LEVEL PLAN WOULD HAVE MORE SEVERE SHORT TERM SOCIAL IMPACTS THAN THE BARRIER PLAN. DURING CONSTRUCTION, THERE WOULD BE A REDUCTION OF THE ESTHETICS AND RECREATION VALUES ALONG THE JEFFERSON AND ORLEANS PARISHES LAKEFRONTS. ON A LONG TERM BASIS, HOWEVER, THERE WOULD BE LITTLE OR NO ADVERSE SOCIAL IMPACTS ASSOCIATED WITH THE HIGH LEVEL PLAN. THE BARRIER PLAN WOULD HAVE LONG TERM ADVERSE SOCIAL IMPACTS SINCE THE BARRIERS COULD HAVE AN ADVERSE IMPACT ON NAVIGATION THROUGH THE RIGOLETS AND CHEF MENTEUR PASS.

(SLIDE 28) THE SHORT TERM ENVIRONMENTAL IMPACTS WOULD BE SIMILAR FOR THE TWO PLANS. IN BOTH CASES THERE WOULD BE AN INCREASE IN TURBIDITY LEVELS AT THE CONSTRUCTION SITES. FOR THE BARRIER PLAN TURBIDITY WOULD INCREASE AT THE BARRIER LOCATIONS AND FOR THE HIGH LEVEL PLAN PRIMARILY ALONG THE JEFFERSON PARISH LAKEFRONT. LONG TERM ENVIRONMENTAL IMPACTS WERE MEASURED IN TERMS OF LOST HABITAT UNITS. ON THIS BASIS THE IMPACTS OF THE BARRIER PLAN ARE MORE SEVERE. IN ADDITION TO THE LOST HABITAT, THE BARRIERS WOULD HAVE AN ADDITIONAL UNQUANTIFIED EFFECT ON THE NURSERY AND BIOLOGICAL VALUES OF LAKE PONTCHARTRAIN BECAUSE OF RESTRICTING THE TIDAL PASSES.

LOCATION	1 % CHANCE		SPH
	STAGE IN FEET NGVD		STAGE IN FEET NGVD
REACH 8 PRE PROJ	+ 8.0	+ 9.3	
EXISTING	+ 0.5	+ 4.0	
PROJECT	- 4.0	- 4.0	

GROUND ELEV AT JFK HS IS ABOUT -2; ACROSS BAYOU ST. JOHN,
THE GROUND RANGES FROM -4 TO -6 FEET NGVD.

REACH 15 PRE PROJ	+ 8.0	+ 9.3
EXISTING	+ 1.0	+ 2.0
PROJECT	- 2.0	- 2.0

GROUND ELEV AT SUPERDOME IS ABOUT + 1; AT JEFFERSON DAVIS
PARKWAY AND TULANE, ABOUT -3 FEET NGVD.

REACH 16 PRE PROJ	+ 8.0	+ 9.3
EXISTING	+ 1.0	+ 2.0
CURRENT	- 2.0	- 2.0

GROUND ELEV AT AUDUBON PARK AND ST. CHARLES IS ABOUT + 7;
AT CALHOUN AND CLAIBORNE ABOUT -3 FEET NGVD.

REACH 5 PRE PROJ	+ 10.0	+10.5
EXISTING	- 4.0	+ 2.5
PROJECT	- 5.0	- 5.0

GROUND ELEV AVERAGES ABOUT - 6 FEET NGVD IN THE CITRUS AREA;
AREAS NEAR THE LAKE AND CHEF HIGHWAY ARE SOMEWHAT HIGHER.

AJG

WE FEEL EITHER PLAN IS OVERWHELMINGLY JUSTIFIED. BOTH PLANS WOULD MAKE USE OF MOST OF THE WORK ALREADY DONE. SINCE ONLY LEVEE WORK HAS BEEN DONE SINCE THE COURT INJUNCTION, THIS WORK COUNTED TOWARDS EITHER THE BARRIER OR HIGH LEVEL PLAN. THE HIGH LEVEL PLAN WOULD PROVIDE PROTECTION TO THE CITY A FEW YEARS EARLIER. MOST OF THE METROPOLITAN AREA WOULD BE PROVIDED HURRICANE PROTECTION BY 1990. OUR DATA INDICATE THAT OF THE TWO PLANS, THE HIGH LEVEL PLAN IS SUPERIOR BOTH ECONOMICALLY AND ENVIRONMENTALLY.

(SLIDE 29) THEREFORE, WE PLAN TO RECOMMEND THAT THE AUTHORIZED PLAN OF HURRICANE PROTECTION BE MODIFIED FROM A BARRIER PLAN TO A HIGH LEVEL PLAN. WE HAVE PREPARED A REEVALUATION REPORT AND DRAFT ENVIRONMENTAL IMPACT STATEMENT ON THE HIGH LEVEL PLAN. YOUR WRITTEN STATEMENTS AND COMMENTS FROM THIS MEETING WILL BE CONSIDERED IN THE PREPARATION OF OUR FINAL REPORT.

SINCE THIS PROJECT HAS ALREADY BEEN AUTHORIZED, WE DO NOT NEED TO SUBMIT THE REEVALUATION REPORT TO CONGRESS FOR AUTHORIZATION. THE REEVALUATION REPORT WHICH DOCUMENTS THE REASONS FOR DESIGN CHANGES TO AN AUTHORIZED PROJECT CAN BE APPROVED BY GENERAL BRATTON, THE CHIEF OF ENGINEERS, IN WASHINGTON. IF APPROVED BY THE END OF SEPTEMBER, WE WILL BE ABLE TO BEGIN CONSTRUCTION OF ELEMENTS OF THE HIGH LEVEL PLAN NEXT YEAR. BECAUSE OF THE COURT INJUNCTION WE WOULD SOON EXPERIENCE A SLOW DOWN IN CONSTRUCTION WORK AND A CORRESPONDING DELAY IN PROVIDING HURRICANE PROTECTION TO THE AREA WITHOUT A CHANGE IN PLANS.

WE HAVE ALSO BEEN WORKING ON A PLAN TO MITIGATE FOR CONSTRUCTION RELATED DAMAGES. SINCE NO MITIGATION WAS PROPOSED FOR THE AUTHORIZED PLAN, WE WILL HAVE TO SUBMIT A REQUEST FOR A POST-AUTHORIZATION CHANGE TO ADD MITIGATION TO THE PROJECT.

THE MITIGATION PLAN WILL ADDRESS NOT ONLY THE DAMAGES FROM THE WORK REQUIRED TO COMPLETE THE HIGH LEVEL PLAN BUT ALSO FOR WORK ALREADY DONE UNDER THE AUTHORIZED BARRIER PLAN.

AN OPEN SCOPING MEETING WILL BE HELD THIS JUNE TO GET PUBLIC INPUT ON WHAT FORM THE MITIGATION SHOULD TAKE. A SCOPING MEETING IS CONDUCTED ON A MORE INFORMAL BASIS THAN A MEETING SUCH AS THIS ONE. WORKSHOPS MAY ALSO BE SCHEDULED AT A LATER DATE WITH INTERESTED PARTIES TO WORK OUT THE DETAILS OF A MITIGATION PLAN.

WE ANTICIPATE FINALIZING THE MITIGATION PLAN AND THE ENVIRONMENTAL IMPACT STATEMENT ON THE PLAN IN TWO YEARS.

I WOULD LIKE TO STRESS AGAIN THAT IDENTIFYING YOUR VIEWS AND RECEIVING YOUR INPUT IS THE REASON FOR HOLDING THIS MEETING.

NOW I'LL TURN THE MEETING BACK OVER TO COLONEL LEE.

LEE: THANK YOU LYNN. AT THIS TIME, WE'LL HAVE A QUESTION AND ANSWER SESSION ON THE PRESENTATION.

QUESTIONS AND ANSWERS

I'M NOW GOING TO CALL ON THOSE PEOPLE WHO INDICATED ON THEIR REGISTRATION CARDS THAT THEY WISHED TO MAKE A STATEMENT. AFTER THAT, I'LL CALL ON ANYONE ELSE WHO WOULD LIKE TO SPEAK. PLEASE IDENTIFY YOURSELF BEFORE YOU SPEAK AND INDICATE WHAT GROUP YOU REPRESENT, IF ANY. WE ALSO ASK THAT YOU TRY AND LIMIT YOUR STATEMENTS TO 5 MINUTES.

IF YOU HAVE A WRITTEN STATEMENT WITH YOU NOW, WE ASK THAT YOU LEAVE A COPY OF IT WITH US.

.....(CALL NAMES -- ELECTED OFFICIALS, OTHERS)

THAT IS THE LAST SPEAKER WE HAVE ON OUR LIST. DOES ANYONE ELSE WISH TO SPEAK AT THIS TIME?

(AFTER LAST SPEAKER)

THANK YOU.

LEE: LADIES AND GENTLEMEN, THE RECORD FOR THIS PUBLIC MEETING WILL REMAIN OPEN UNTIL THE 12TH OF MAY TO GIVE YOU THE OPPORTUNITY TO SUBMIT ANY WRITTEN STATEMENTS FOR INCLUSION IN THE RECORD. WE WILL ALSO PREPARE A SUMMARY OF THE MEETING. COPIES SHOULD BE AVAILABLE ABOUT 8 WEEKS AFTER THE RECORD CLOSES AT THE COST OF REPRODUCTION. WE THANK YOU VERY MUCH FOR COMING HERE TONIGHT AND PARTICIPATING IN THIS MEETING. WE WILL TAKE INTO CONSIDERATION THE INFORMATION THAT YOU'VE GIVEN US TONIGHT AS WE COMPLETE OUR STUDY.

LIST OF SLIDES

1. TITLE SLIDE
2. AUTHORIZED PROJECT
3. SWOLLEN LAKE
4. RIGOLETS COMPLEX
5. CHEF MENTEUR COMPLEX
6. SEABROOK COMPLEX
7. LEVEES
8. FLOODWALLS
9. CONSTRUCTION STATUS
10. LITIGATION
11. ENJOINED FEATURES
12. ALTERNATIVE PLANS
13. NEW ORLEAND EAST - 2 ALIGNMENTS
14. NEW ORLEANS EAST MAXENT CANAL
15. NEW ORLEANS EAST WETLANDS
16. NEW ORLEAND EAST - ALIGNMENTS
17. ST. CHARLES - LAKEFRONT
18. ST. CHARLES WETLANDS
19. ST. CHARLES - NORTH
20. ST. CHARLES - SOUTH
21. JEFF - COSTS
22. BEST BARRIER
23. BEST HIGH-LEVEL
24. COST COMPARISON
25. LOCAL SPONSOR
26. COST SHARING
27. SOCIAL IMPACT
28. ENVIRONMENTAL IMPACTS
29. HIGH LEVEL PLAN